THE GARAGE AND MOTOR AGENT

October 18, 1932

GUIDE TO THE MOTOR SHOW—Part 2

# The Garage & Motor Agent

Vol. 78 (3) No. 2031
REGISTERED AS A NEWSPAPER

WEEKLY: PRICE 1/6
ANNUAL SUBSCRIPTION, 40/-

*A Word to the Wise.*

It is significant that the majority of successful motor traders are Motor Union Agents

MOTOR UNION

INSURANCE COMPANY LIMITED,
10, ST. JAMES'S ST., LONDON, S.W.1

MOTOR SHOW, EARLS COURT
Stand No. 83
*Ground Floor*

*Agency applications invited.*

FOR STAFF CIRCULATION ..... Noted..... Pass to..... Noted.....

MOTOR SHOW, EARLS COURT, OCT. 22nd—NOV. 1st

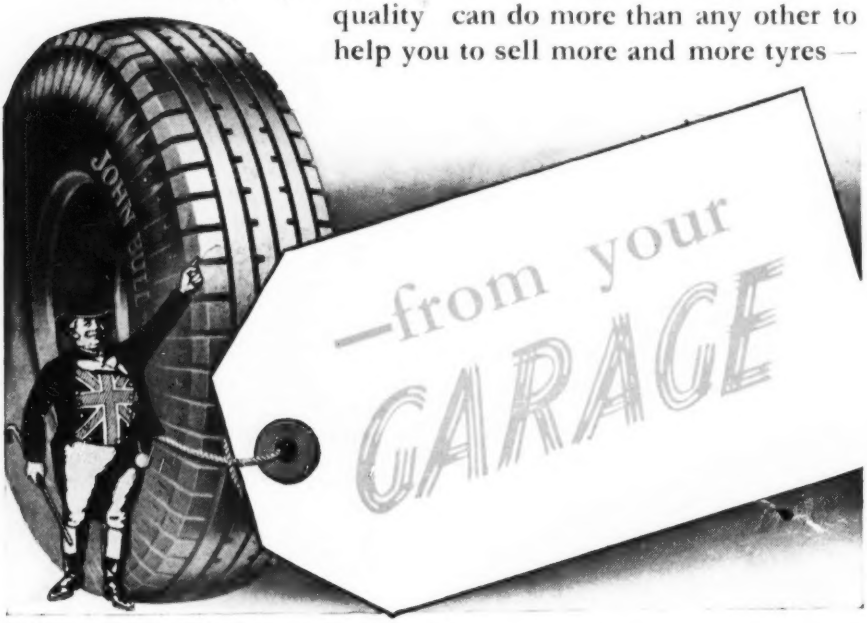
# Welcome all—

STAND 215

If you are a garage proprietor, a hand-shake and a cup of coffee await you in the restful lounge on the John Bull stand. In this friendly and comparatively quiet atmosphere you can relax and permit us the pleasure of meeting you.

Then, refreshed and bent on business, perhaps you will allow us to expound the John Bull distribution policy—tyres sold through garages only.

This unique policy backed by a tyre unsurpassed in quality can do more than any other to help you to sell more and more tyres—




* Remember—John Bull tyres, taken from his own stock, were the spontaneous choice of your fellow-trader, George Dinchliffe, for his record-breaking London Cape run.

JOHN BULL RUBBER CO. LTD., LEICESTER

# ALL THESE

AND OTHERS TOO

On Stand

**457**

**MOTOR** EARLS **SHOW** COURT

WE HOPE OUR MANY **TRADE FRIENDS** WILL CALL AND SEE OUR FULL RANGE OF GARAGE EQUIPMENT. SOME OF THE NEW AND MOST INTERESTING TOOLS ARE LISTED BELOW.

- **EPCO — Pillar Jack.** Completely new. Just announced. A Garage Jack for modern cars.
- **V.L.C. — I.F.S.** Adaptor for Jacks. Can also fit Ambulances and "Wheel free" lifts.
- **TRIANGLE — Spot Gun Welder.** Small and comparatively cheap. Fits 15 amp. 3-pin plug.
- **B.E.N. — Pulsator Air Meter.** Pre-set the dial and it automatically inflates to that pressure.
- **UNI-GUN — Drum Pump Major.** A new powerful, portable air-operated greaser.

**Wholesale** Stevco LIMITED **Suppliers** *of* *all*

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**Replacement Bushes and other Components can be made with the minimum of wastage and machining from**

# CAROBRONZE

(BRAND)

***Cold Drawn***

**Phosphor Bronze Tubes and Rods**

**STOCK TUBES** (which include a small margin for finishing, e.g. ·765″ × ·475″ for ¾″ × ½″; 1·015″ × ·720″ for 1″ × ¾″ etc.)

| O. d. | Bore | O. d. | Bore |
|---|---|---|---|
| ·760″ | ·665″ | 1·390″ | 1·100″ |
| ·765″ | ·475″ | 1·452″ | 1·035″ |
| ·795″ | ·505″ | 1·455″ | 1·350″ |
| ·827″ | ·535″ | 1·515″ | 1·100″ |
| ·833″ | ·725″ | 1·515″ | 1·225″ |
| ·858″ | ·565″ | 1·640″ | 1·220″ |
| ·890″ | ·600″ | 1·640″ | 1·350″ |
| ·890″ | ·730″ | 1·640″ | 1·470″ |
| ·952″ | ·660″ | 1·765″ | 1·220″ |
| ·996″ | ·840″ | 1·765″ | 1·350″ |
| 1·015″ | ·600″ | 1·765″ | 1·475″ |
| 1·015″ | ·720″ | 1·890″ | 1·475″ |
| 1·015″ | ·850″ | 1·890″ | 1·600″ |
| 1·075″ | ·975″ | 2·015″ | 1·475″ |
| 1·077″ | ·660″ | 2·015″ | 1·600″ |
| 1·140″ | ·705″ | 2·140″ | 1·600″ |
| 1·140″ | ·845″ | 2·140″ | 1·725″ |
| 1·202″ | ·785″ | 2·265″ | 1·725″ |
| 1·265″ | ·850″ | 2·265″ | 1·850″ |
| 1·265″ | ·970″ | 2·395″ | 1·820″ |
| 1·327″ | ·910″ | 2·520″ | 1·975″ |
| 1·390″ | ·975″ | 2·640″ | 2·100″ |

**STOCK RODS:** ¼″, 5/16″, ⅜″, 7/16″, ½″, 9/16″, ⅝″, 11/16″, ¾″, 13/16″, ⅞″, 15/16″, 1″, 1 1/16″, 1⅛″, 1 3/16″, 1¼″, 1 5/16″, 1⅜″, 1½″, 1⅝″, 1¾″, 1⅞″, 2″, 2¼″, and 2½″ diameter.

*Complete list and prices on request*

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Look at the new cars around you—notice how their number plates harmonize with today's sleek body-styling. Attractive, easy-to-see Wright Numbers are designed to round off the smart appearance of any car.

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***1908—STILL CHEAPEST AND BEST—1952***

***Originators of Embossed Number Plates.***

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**A readily adaptable lamp suitable for INSPECTION, READING or PARKING. Body constructed entirely of rubber.**

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For central heating boilers of 100,000 to 350,000 B.T.U.'s

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*THE CHEAPEST FUEL KNOWN !*

NO SMUTS NO SMOKE

SIMPLE INSTALLATION

NO ALTERATION TO BOILER

Consumes 1 to 1½ gallons per hour.

*PARTICULARLY SUITABLE FOR GARAGES.*

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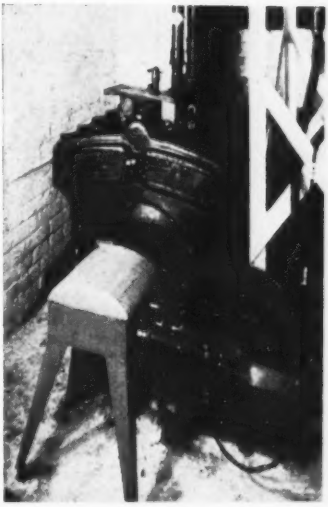

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by

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**SOME PEOPLE DON'T USE**

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Some motorists still suffer the discomfort and risk the danger of a misting windscreen—their numbers are rapidly diminishing thanks to SMOG, the most effective anti mist cloth on the market. Send for details.

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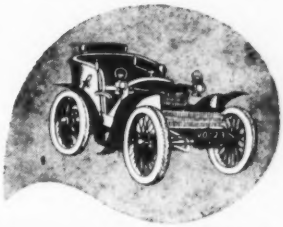
HILLS **VETERAN CAR SERIES No. 5**



As recently as two years ago this 1899 Wolseley made a successful trip of over 1,000 miles. Hills have only been making number plates since 1920, but plates made then are still in service. Hills new chromium digits last longer, and most important, have brass shells which cannot deteriorate.

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★ **No. 5-SILVERDOME**

Chromium plated digits of unique domed section — distinctive from triangular style.
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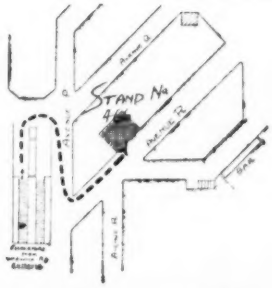


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**at the**
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***Demonstrating the***
"H.A." TIN SPRAYER
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- **NORMAL CHARGING** 70-12v Batteries weekly
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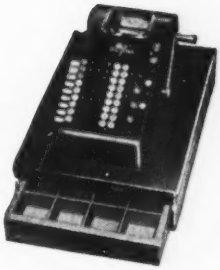
2 TO KEEP WHAT YOU MAKE



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*The Best by Miles*

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| GALLON ... ... ... ... | 30/- |
| 4 gallon drum ... ... ... | £5.0.0 |
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**NO BOILING—NO CORRODED RADIATORS.**

You can pay more
But You cannot get better protection.
Obtainable from
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GLYCOL MASTER ANTI-FREEZE

Sole manufacturers:
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**New, aggressive sales drive will boost Servais Silencer leadership —and sales**

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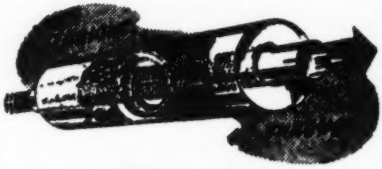

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B & A — THE SIGN OF QUALITY

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*Specialised* **Number Plate SERVICE**

*Write—Phone or Wire for*
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*By return Post*
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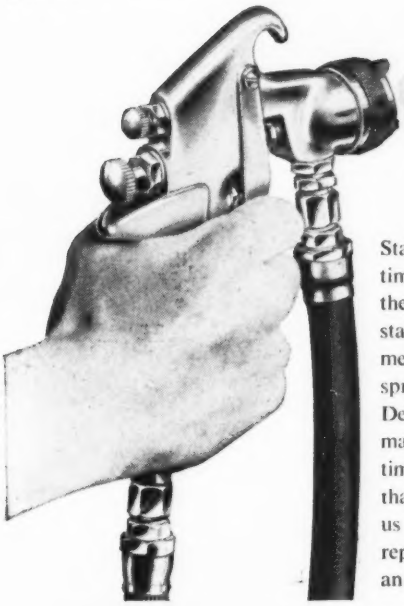
**HOMO Ltd., EUSTON BUILDINGS, LONDON, N.W.1**

# Setting the Pace...



Standards in spray-finishing are rising all the time. And DeVilbiss-Aerograph are setting the pace today as they have done from the start. Whether it is small, light-weight equipment for girl operatives to use, or continuous spraying on large-scale mass production, DeVilbiss-Aerograph know just what factors make for efficient work. There are probably time and material costs on your own spraying that could be cut down further. Why not drop us a line (Dept. **19 B**), and let one of our representatives show you how to do it — with an improved finish into the bargain?

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# £75 REWARD

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10th September, 1952, a grey MORRIS OXFORD 10 h.p. Saloon car, 1952 model. Index No. KGA 891, Engine No. 123113, Chassis No. SMO 104346.

*The above reward will be paid by the* **CORNHILL INSURANCE CO., LTD., 32 Cornhill, London, E.C.3** *to any person giving information to any Police Station or to the above Company which will lead to recovery of the vehicle.*

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*Light Industrial*
SHOTBLAST CABINETS

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Oct. 22—Nov. 1, 1952

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**a Windscreen Wiper Blade that fits virtually**

**ALL WIPER ARMS**

THE NEW

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## SEALING & GLAZING purposes

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A fast-working tool for all concerned in the manufacture or maintenance of vehicle and car bodies.

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- **SAVE STORAGE SPACE**—one model fits any car. Packs neatly into carton.
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Always ready for instant use with the Carbon already in position. Easy to load, simple in operation and will take up to a four-part set. Can be used for Cash Sales, Stores Received and Issued Notes, etc.

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*it needn't - if your garage is equipped with a 'PCL' AIR-LINE GAUGE*

- ★ A Gauge of guaranteed Accuracy embodying new features.
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MOTOR SHOW STAND No. 471

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*Over 30 years in Pneumatic Engineering*

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SEE IT ON . . .

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EARLS COURT

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*Manufacturers and Distributors of*

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**GARAGE EQUIPMENT**

INVITE ALL TRADE FRIENDS TO VISIT THEM AT

**STAND 404—AVE. M.**
***MOTOR SHOW, EARLS COURT***
**OCT. 22—NOV. 1**

AND

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MOTOR SHOW—EARLS COURT

OCTOBER 22 to NOVEMBER 1

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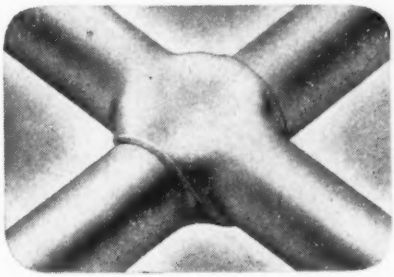

**INCREASES STRENGTH : LOWERS COST**

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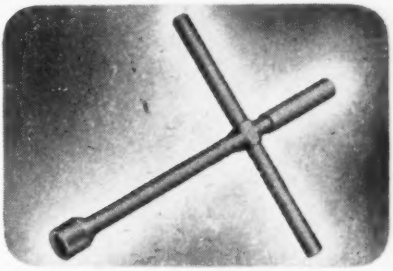

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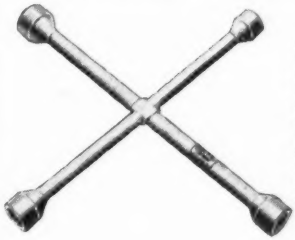

All 'Melco' 4-Way Wrenches are fully heat treated, silver spray finished and incorporate, at the cross-over, the new full-fusion pressure welding, thus reducing cost. Range covers all Whitworth and S.A.E. Wheel-nut sizes.

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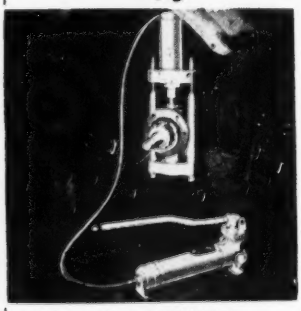

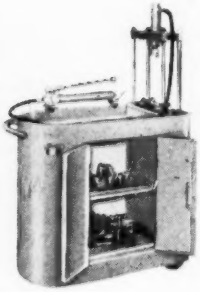

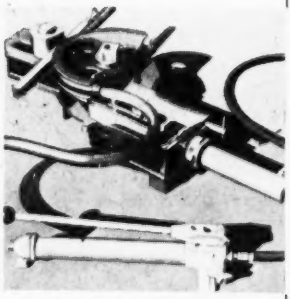

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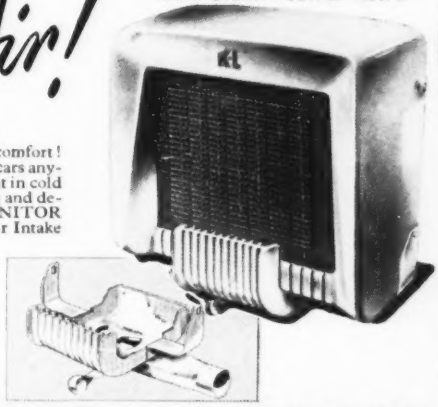


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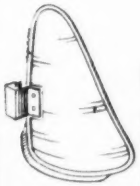

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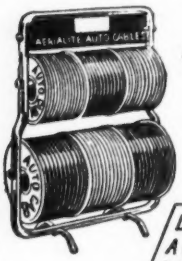


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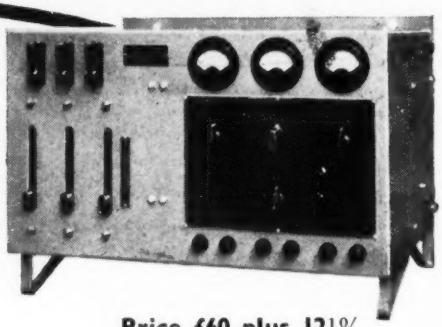
# RGC.18

## *three-circuit charger*



Car batteries and radio cells can be charged on three circuits, each entirely independent of the other, the charging rates for lead acid cells being 1 to 36 at 1½ amps, 1 to 36 at 3 amps, 3 to 18 at 6 amps. Circuits 1 and 2 may be paralleled to charge 1 to 36 cells at 4½ amps or all three to charge 3 to 18 cells at 9½ to 10½ amps. Transformer control avoids wasteful resistances and reduces power consumption to a minimum and ballast chokes stabilise the charging rate against fluctuations in supply voltage.

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*" Too bad for you your lamps weren't stronger ! "*
*The culprit should have learned before*
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*Mazda car bulbs are a byword for reliability:* they are made to last. Their precision filaments, annealed for extra toughness, are positioned accurately to within one hundredth of an inch. A new, patented manufacturing process keeps them bright throughout their very long lives. Better to be safe than sorry. Carry a set of spare bulbs and make sure every one is a Mazda !

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Single knob control operates shutters and deflectors, for volume and direction of air flow.
Dashboard switch operates fan for distribution of hot or cold air, as required.

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**STAND Nº 137**

**EARLS COURT**

**OCT. 22 · NOV. 1**

# The Garage & Motor Agent

Vol. 78 (3) No. 2031

October 18th, 1952

THE INDEPENDENT AND PRACTICAL TRADE PAPER



PUBLISHED SATURDAYS by post to Subscribers

*Established* 1913

*Proprietors:* THE CABLE PRINTING AND PUBLISHING COMPANY, LTD. 62 DOUGHTY ST., LONDON - W.C.1. Holborn 7771 *(Priv. Exch.)*

*Telegrams:* Arator, Holb., London.

*Managing Director:* Walter Boyle

*Editor:* John Queenborough

*Assistant Editor:* Roy Savill

*Technical Editor:* Philip A. Turner

*News Editor:* D. Mackay

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*Subscription Rates:* Available only to executives and firms genuinely engaged in the Motor and Allied Industries.

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*TERSE TALKS ON TRADE TOPICS: 1741st*

## B.M.T.A.'s 1952 Report

A FINE record of an industry's unremitting efforts to keep its trading affairs clean is contained in the annual report of the British Motor Trade Association. It is a document of which the motor industry might well feel proud, revealing as it does much success in protecting not only the motor trade but its customers by breaking down "the irregular inflationary market in new or nearly new cars."

The report, summarised in this issue, contains two conclusions which need emphasising here. One is that "any suggestion of 'slumps' due to a drying-up of demand must be discounted as irresponsible and not based on fact." Giving a statistical picture of the obvious national need for more cars, the association point out that as the majority of cars now on the roads are used for business purposes, the necessity for reliable business vehicles must give rise to a continuing heavy demand.

This sanely optimistic attitude accords well with "The G. and M.A.'s" own view, expressed here three weeks ago, to the effect that current fears of a trade set-back may well prove to have been exaggerated.

Second point from the report is a warning of a "potential threat to the industry of the gravest magnitude." This refers to the extremely high proportion of cars over 11 years old which are now on the roads and which "the motoring public will, in increasing numbers, be seeking to foist on the trade in part exchange for new cars."

The B.M.T.A. have done well to give the reminder. But in doing so their use of the word "foist" is to be regretted. We can only assume that it was not used deliberately. An industry that has done so much to protect the interests of its customers would not now wish to encourage the suspicion-fostering and goodwill-damaging idea that the motoring public will be seeking to "palm off something bad in an underhand way," which is the normally understood definition of "foist."

*Editor*

WHAT DO *YOU* THINK ABOUT IT?

ELECTRICAL PRACTICE FOR APPRENTICES, PART 2 (I)

# Preparing for Work on

*This is the first article in a new make ready for locating*

### These Articles Aim . . .

1.—To show how electrical practice should be taught to juniors, following a planned training schedule fitted in with shop work.

2.—To indicate to foremen and executives the proper way to approach the giving of tuition, with every practical point and workshop wrinkle demonstrated and explained.

3.—To pass on to mechanics and service men knowledge which they may not already have.

*They are presented in the form of a story, the characters being Mr. Serkit, the foreman, and Charlie, the apprentice.*

## Quickness with efficiency

ONE morning, after Charlie had spent some weeks in the test shop and had acquired a fair skill in diagnosing and repairing faulty dynamos and starters, Mr. Serkit sent for him.

"I have a report here on your general progress," he said, "and I am glad to see that you have shaped very well. You made one or two slips, which were corrected at the time, so we won't go into those now. The experience you have gained is indicated by your later work which has improved in that respect, and the charge-hand thinks that you can now be relied upon to make a thorough job of analysis and reconditioning.

"Now I want you to make a start on the service floor, and I am going to show you how faulty electrical systems can be handled in the quickest and most efficient manner. You will find that there are some similarities in the procedure we follow in both the test shop and on the service floor. The first of these is the rule that in each case we must have all the equipment available before we can make a real start.

"In the shop you have your workbench, tool kit, accommodation for parts and adequate lighting; and all the shop tools, such as puller press and so on, are at hand. Also you have all the necessary test equipment and facilities, and you follow a planned series of operations, reporting at every stage, so that every factor is covered.

"All these important ingredients of good work are equally necessary when we have to work on a car, so you must make it your first job to collect everything you are likely to require in one go. This is not just a fad, as some people seem to think. You must remember that when you qualify as a full-rate auto-electrician your time will be charged to the customer in his bill, and it will be up to you to see that this time is spent in active work on the job, and not in needless running about looking for tools, test sets and the rest."

## Up to the learner

"When do you think I shall qualify for full rate, sir?"

Mr. Serkit laughed. "That depends on how you get on, Charlie. I am hoping that in a few weeks you will have gained enough knowledge to pass a practical test in both shop and floor work. Then you will go on to improver's rate. How long it takes you to become a full journeyman depends entirely on you. You can depend on the firm to see that you get the pay and opportunities your abilities justify.

By E. T. LAWSON HELME, A.M.A.E., A.M.I.M.I.

# the Service Floor

***series and describes how to and rectifying faults***

"Now let's get down to the business of preparing for a floor job. When you have a faulty condition to deal with on the car, you may find this involves one or more of the units you have been handling in the shop, plus the wiring, switching and everything else that makes up the circuit section concerned. This means that you will require means of testing the general operation of the unit and wiring; you will need the tools wanted for removal of the unit for repair or replacement, also those for repairing wiring, etc., which you have to do on the car; and you must have enough light and working space—including room for parts and tools in use—to enable you to get on with the work without being unnecessarily handicapped.

"Now come over to the service garage with me and I will show you one of the special portable cabinets we have for this type of work. You may have noticed the mechanics using them."

Mr. Serkit took Charlie over to one of the cabinets and showed him the arrangement similar to that illustrated in Fig. 1.

A flat table-top with a ledge provides room for parts, and a pull-out locker in front has a top tray for tools with a box below for cleaning rags. At the back is a lift-up flap on which a test set can be placed, with a clip to hold a job card or report pad, and a swan-neck lamp with bell shade is mounted so that it can be positioned to throw a good general light on the work. A portable hand-lamp is also provided which can be plugged in to a socket at the side. Both lamps are of the low-voltage type, fed from a transformer in the base. A permanent three-core C.T.S. cable with plug is provided for connecting to any convenient mains point.

Mr. Serkit pointed out these features to Charlie, and showed him how the rubber-tyred castors enabled the cabinet to be easily moved in restricted space, and the rubber banding which avoids the risk of damage to car wings.

## Emphasis on protection

"With that cabinet, your tool kit, and a suitable test set, you have all you need for accurate location of faults, and most of what you may require for correction and repair," he told the apprentice. "There is no excuse for anything being laid on the paint work or upholstery of the car, which is strictly against the rules anyway. Furthermore, you will find a pair of wing covers in the cupboard. These must always be used. And you will draw a white overall coat from the stores before you commence any work inside the car.

"The next important point is information. The reception office will

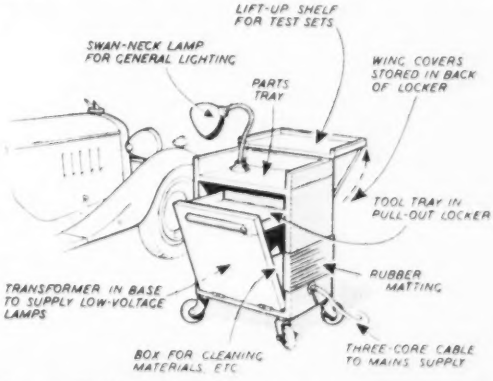



**Fig. 1. Working cabinet for electrical service bay.**

issue the job card and enter on it the customer's report of the trouble. If you find that something the customer says is not working appears to be all right, don't jump to the conclusion that he was mistaken and there's nothing wrong. Car owners don't usually imagine trouble—though there are exceptions.

"A general inspection is your first job. Try every electrical function to see if anything else is out of order, or showing signs of early trouble, and enter it on your report. Proper analysis is just as important on the car as on the unit in the shop, and an estimate will be prepared, based on your report.

### Get the whole story

"You will know by now that we must get the whole story at the outset so that we can present a comprehensive account of what is needed. When a customer uses his car for vital professional purposes, as in the case of a doctor, he has to hire one while his own is in our hands, and it may be a very serious matter if he gets further trouble which could have been foreseen and corrected at the time. You fully understand that?"

"Yes, sir," said Charlie, "does that mean that we are completely to analyse the whole electrical system?"

"Not necessarily. What we must do is to apply a working check for operation, but make a thorough inspection of every point where trouble may be starting. I will show you that later.

### Quick report essential

"In addition to making a thorough inspection and report, we must be practical from the customer's point of view. The owner brings his car in with some complaint and will want to know 'the worst' as soon as possible. You should be able to report most conditions in 20 to 30 minutes, and the owner will probably wait for an estimate of cost and delivery time. You therefore do the work in two stages. First, a rapid but complete analysis and report; second, completion of the job in the scheduled time.

"Here's a job we will do together, so that I can start you on the proper lines."

(To be continued)

# Somerset Ban More Signs

### Two garagists appeal

TWO more Somerset garage proprietors have appealed against the refusal of their local planning authority to give them permission to erect an illuminated petrol company's advertisement.

The owners affected are W. P. Counsell, proprietor of a garage and service station at Weare, Axbridge, and Herbert J. Pendleton, of Hancock's Garage, Hewish.

Both appeals were heard at a public inquiry held recently by an inspector from the Ministry of Housing and Local Government at Axbridge.

For the appellants it was stated that the proposed double sign was to be illuminated and erected on a metal standard 12ft. high. It was the smallest of the three types of sign and the local authority had refused their consent **on the grounds that the proposed advertisement would be injurious to the amenities of the neighbourhood.**

A sign of standard design had been approved by the local planning authority so, as the existence of a sign was not objected to, it was argued that the only point at issue was the sort of sign to be used.

The purpose of the petrol company's sign was that it should be readily understood by a motorist in a fast-moving car, **and it was contended that the proposed sign was "a kind of hall-mark" for the garage owner.**

For the Council, Mr. H. R. Mansfield said the local planning authority had given careful consideration to the Control of Advertisements Regulations.

### "Special control" areas

Accordingly, the planning authority had proposed a line of demarcation between the control of advertisements in urban areas and those in rural areas, **and the latter were considered as areas for special control.**

While the proposed signs had been permitted in urban areas, careful consideration was being given to proposals to erect them in rural areas, especially those of amenity value.

The Minister's decision will be made known in due course.

Here's the sign of

WINTER WISDOM

...it means

GREATEST

WINTER

SAFETY

DUNLOP

with the Gold Seal

2H 570

# A Blue Riband Humber

## *New 4,138.8 c.c. overhead valve engine and redesigned chassis for Mark IV model*

### Fruits of experience

EVER since its first appearance at the 1929 Motor Show, the Humber Snipe in all its varying forms has been designed to fulfil the needs of the experienced owner-driver who requires a big car with plenty of room in it capable of covering long distances at relatively high cruising speeds and yet obtainable at a reasonable price.

This tradition is worthily upheld by the Mark IV Super Snipe, which, although it continues an honoured model name, is an entirely new car in engine, chassis and body.

The overhead valve engine, known as the Blue Riband engine, is slightly larger than the previous side-valve unit, having a bore and stroke of 88.9 x 111.13 mm. and capacity of 4,138.8 c.c. compared with a bore and stroke of 85 x 120 mm. and a capacity of 4,086 c.c. It is therefore still a comparatively long-stroke engine and possesses the lack of fussiness characteristic of this type.

Power output has been increased from 100 b.h.p. at 3,400 r.p.m. to 113 b.h.p. at 3,400 r.p.m. Heart of the new engine is a big seven-bearing crankshaft with 2.7 in. main bearings running in steel-backed white metal bearings. H-section steel forged connecting rods carry the Lo-Ex. alloy pistons which have fully-floating gudgeon pins and are fitted with three rings, the top ring being chromium-plated to provide a more efficient seal.

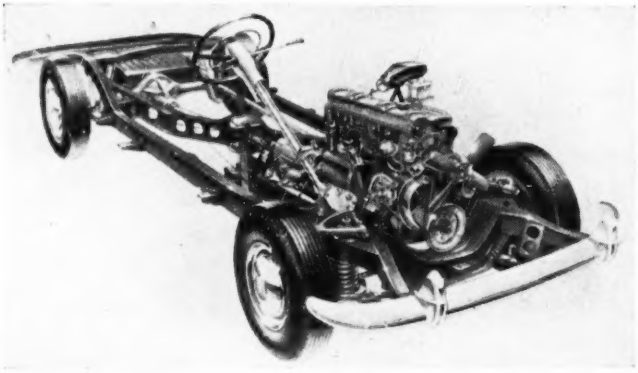
The camshaft on the right-hand side of the engine is driven by a duplex chain with a new type of chain tensioner and operates the overhead valves in the cast iron head by pushrods and rockers, the rocker shaft being in two sections. The combustion chambers are fully machined all over to obtain greater control over the exact volume of each chamber and are lozenge-shaped with the sparking plugs entering them at an angle. The inlet valves are shrouded and dual valve springs are employed.

The pressed steel sump closing the bottom of the very deep cast iron cylinder block has two baffles and a capacity of 17 pints. Its drain plug is to the rear on the right and the dipstick on the left. A submerged gear type pump whose shaft carries the distributor at the opposite end and is driven from the camshaft, draws the lubricant through a floating filter on the pump intake, and the lubricant also passes through an A.C. full-flow filter.

### Filtered fuel

Fuel from the 15-gallon rear petrol tank is supplied by an A.C. mechanically-operated pump to the Stromberg Zenith type DBVA 42 carburetter via a separate fuel filter in the petrol line. The carburetter carries an A.C. oil bath air cleaner and integral silencer.

Cooling is assisted by a centrifugal water pump and by full-length water jackets in the cylinder block, a drain tap being provided on the left-hand side of the block and another on the left-hand side of the radiator. Capacity of the cooling system is 32 pints. A fully automatic by-pass thermostat is fitted.



**The redesigned Snipe chassis, with its new coil spring independent front suspension.**

# Super Snipe for 1953

The engine mounting rubbers are located parallel to the axis of engine rotation on short arms at 45 degrees.

Many of the basic components of the new engine are common to other Rootes Group engines, such as the Commer Superpoise, thereby reducing stocking problems.

A 10in. diameter dry single-plate clutch transmits the drive to the four-speed synchromesh gearbox with synchromesh on all forward gears. The box is of the close ratio pattern to enable the best use to be made of the potential performance of the car and is controlled by a steering column gear change. It has an oil capacity of five pints and access to the combined oil filler and level indicator is gained through the floor.

## Alternative ratios

The propeller shaft is of the reverse spline type, with the sliding portion of the shaft enclosed within the rear end of the gearbox. Drive to the three-quarter floating rear axle is of the hypoid pattern, an unusual feature being the offering of alternative final drive ratios of 3.90 to 1 or 3.70 to 1.

The low ratio is recommended if the car is to be used principally in town or in hilly country while the high ratio is for countries with long, straight roads permitting high cruising speeds to be employed. Overall ratios are either 3.9, 5.39, 8.16 and 12.8 to 1 or 3.7, 5.26, 7.74 and 11.56 to 1. The axle casing is of the banjo pattern and has an oil capacity of four pints, the filler being on the left-hand side of the differential casing and accessible from underneath the car.

Considerable thought has been given to making the frame as rigid as possible, the side-members being boxed in at front and rear. It is of all-welded construction and is further strengthened by I-section cruciform cross-members.

## Coil spring i.f.s.

An exceptionally sturdy front cross-member welded into the frame carries the new coil spring independent front suspension. Unequal length wishbones carry the stub axles, the upper pivot pin on each side incorporating adjustments for wheel camber setting.

A 17½in. diameter two-spoke steering wheel controls the Burman worm and nut steering gear which has a steering box ratio of 19.3 to 1, 4½ turns from lock to lock being required and the turning circle being 40ft. A triple track rod linkage is employed.

Both the independent front suspension and the semi-elliptic rear springs are controlled by Woodhead-Monroe telescopic dampers, and an anti-roll bar is also fitted at the front.

Lockheed hydraulic brakes operate in 11in. diameter drums and the total brake lining area is 191 sq. in. Pressed steel road wheels carry 7.00 x 15 tyres.

The 12-volt 64 ampere hour battery is mounted in the right-hand front wing valance, and in addition to the normal items

the electrical equipment includes a boot lamp and a reversing lamp. The Lucas twin windtone horns are controlled by a ring on the steering wheel.

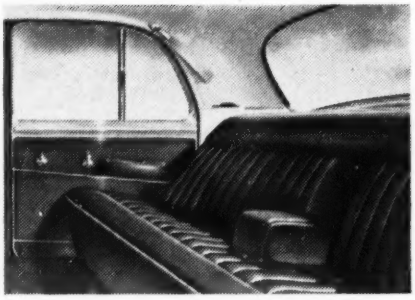
Although following the general styling of the smaller Hawk, the new body is considerably larger and gains in appearance from the increase in size. Of all-steel construction, it has a big curved front screen and a large rear window. All doors are hung at their forward edges and are fitted with press-button door locks.

## Counterbalanced boot lid

The rear luggage boot is exceptionally roomy. Its lid is counterbalanced to make it easy to raise—as also is the bonnet, which thus requires no stay to maintain it in the open position. The spare wheel is carried vertically inside the boot.

The bench-type front seat is fully adjustable for height, rake and leg room and the seating interiors are of Dunlopillo. At the rear the squab is curved at each end to give an armchair effect, providing passengers with additional lateral support. Centre arm rests on a Dunlopillo base are provided at front and rear, and there are full-length arm rests on each rear door.

The instruments include a petrol gauge, oil pressure gauge, thermometer, ammeter, speedometer, clock, headlamp beam warning light and ignition light. Two-stage lighting is employed for the instruments, first operation of the two-stage push-pull switch illuminating the speedometer only with ultra-violet light, while a second operation illuminates the remaining instruments with a green light.



Rear seating includes centre arm rest and an arm rest on each door.

Chief dimensions are: Wheelbase 9ft. 7¾in. Front track 4ft. 10in. Rear track 4ft. 8¼in. Overall length 16ft. 5in. Overall width 6ft. 1½in. Overall height 5ft. 6in. Ground clearance 7.4in.

# *Morris Minor Marathon*

## 10,000 miles non-stop

FOR ten days on the Sussex Downs, a four-door Morris Minor Series II saloon, first of the Nuffield cars to be fitted with a British Motor Corporation power unit, has purred continuously round the Goodwood motor racing circuit, averaging over 40 m.p.h. and more than 40 m.p.g.

At no time during this period did the wheels stop revolving. All refuelling, engine, gearbox and back axle oil changes, greasing and normal maintenance work as recommended in the official manual were carried out while the car was still in motion.

The whole project, planned with the precision of a military operation, was devised and carried out by the Nuffield Organisation Central Experimental Department, and the relays of drivers—two to a team—were volunteers from the road proving section.

Double acting syringes connected to a built-in piping system were used for oil changes, while other devices made in the department were used for radiator filling, and keeping the battery topped with distilled water. Arrangements had even been made for changing light bulbs without stopping.

The only departure from standard fittings were an extra large petrol tank and special seat hinges to facilitate change of drivers.

A special research tender was built to service the car during its non-stop marathon. Its features included a mobile "dry dock" into which the Minor was driven periodically for inspection and service attention. It was devised so that any of the four wheels could be lifted and changed, although the vehicle's other wheels continued to revolve, and the engine continued to thrust.

## Complete record

In addition to establishing what is believed to be a new world's non-stop motoring record, the opportunity was taken of registering by tape recorders the conversations of the engineers, and keeping a complete set of records of engine oil, gearbox, axle and water temperatures.

A stroboscope on the tender enabled the engineers to inspect various rotary components in motion, such as tyres, wheels, propeller shaft and camshaft.

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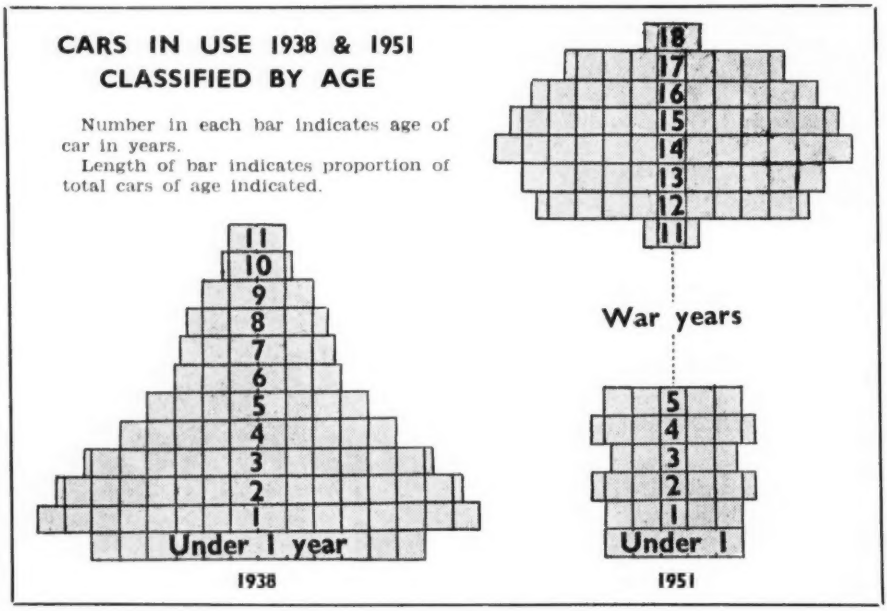
# "Threat" of the Old Cars

## *B.M.T.A. warn trade of part-exchange "problem" which pre-war models will create*




### "Of gravest magnitude"

WARNING of a "potential threat to the industry of the gravest magnitude that cannot be ignored," is contained in the annual report of the British Motor Trade Association for 1951-52. This is in connection with the large numbers of old cars which the motor trade will be asked to take in part-exchange as more and more new cars come on to the home market.

"It is clear," say the association, "that the speculative market in new and used cars that has beset the industry since the war, is over. It is equally clear that the more expensive new cars are now less easy to sell. Both these features are a result of the Government's policy of credit restriction. What is not clear is whether there is any fundamental change in the relations between the demand for new cars generally and the supply of them."

The B.M.T.A. give a most illuminating chart which makes the position clear visually, and which, they say, **"May help to counterbalance the impression given by much pessimistic and irresponsible talk about 'slumps'."**

The chart for 1938 represents a "normal" car population, showing a pyramid tapering to an apex of a comparatively small number of cars of 11 years or more old. The difference between that picture and the situation portrayed by the 1951 chart is striking. In the latter will be noted the small number of cars of recent years, the complete gap in the middle years, representing the cars which should have formed the backbone of the used-car trade, and the much larger area occupied by old cars.

"There were more cars in use in 1951 than in 1938—400,000 more—and the last Ministry of Transport report indicated that

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Stand Number

# 268

(FIRST FLOOR)

# VANDERVELL

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in February, 1952, there had been a further rise," continue the association. "Thus it appears, by comparison with 1938, that there is a national need for more cars.

"The majority of cars now on the roads are used for business purposes, and accordingly their replacement is not likely to be affected greatly by financial considerations: it represents a capital charge that must be faced. **The necessity for reliable business vehicles must give rise to a continuing heavy demand for cars in general, even though the demand for the more expensive models may diminish.**

## Slump talk "irresponsible"

**"Thus, any suggestion of 'slumps' due to a drying up of demand must be discounted as irresponsible and not based on fact.** The virtual cessation of the speculative market merely serves to emphasise the revival of the need for salesmanship in the industry and the necessity for the price maintenance policy to which the industry has always adhered."

At this point the association give their warning. **"The need for such a policy,"** they say, **"is thrown into high relief by the 1951 chart, showing as it does the almost incredibly high proportion of cars on the roads of an age exceeding 11 years—a car population that was entirely absent in 1938—but which the motoring public will, in increasing numbers, be seeking to foist on the trade in part exchange for new cars. This is a potential threat to the industry of the gravest magnitude that cannot be ignored.**

"It will be the task of the association to assist the trade in meeting this threat: it calls for the utmost co-operation of every member and a lively vigilance on the part of the association."

## Fewer covenant breaches

Of the covenant, the B.M.T.A. say that they have **"the responsibility to continue this scheme just as long as it is of benefit to the trade and to the public, and no longer."** The close of the year saw a diminution in the number of breaches of covenant, and a steep rise in the number of applications by covenantors to dispose of their cars under consent. Dealing in covenanted cars by stop-listed traders has been practically eliminated, it is stated.

"With the knowledge that more effective and stringent control on new car allocations was about to be introduced," the report says, "coupled with an increasing number of High Court injunctions limiting the activities of most of the known operators in breach of covenant cars, the association felt itself able to refuse further applications for permission to deal in cars in respect of which the covenant had been broken.

"This had an immediate effect, as since then the so-called 'factory mileage' car has practically disappeared from the market. A number of firms who were specialising in the sale of such types of cars and against whom the association held High Court judgments for an injunction and an inquiry into damages sought to settle these actions. **As a result there are few, if any, firms in the country now publicly offering for sale cars in respect of which the covenant has been broken."**

The most common breach of rules which came before the Price Protection Committee was that of dealing in cars without consent within the period of the covenant. The B.M.T.A. record **"as a matter of interest and regret" that one fifth of these breaches were committed by motor dealers who were also the covenantors.**

Tendencies to indulge in price-cutting on tyres are noted in the report, the chief trouble being that **"almost invariably complaints relate to the cutting of price to 'commercial users,' who invariably are approached by the trader in question visiting them.**

## To avoid price-cutting

"If a widespread revival of cut-throat competition in tyre trading is to be avoided," say the B.M.T.A., "a much greater degree of active co-operation is essential throughout all sections of the industry handling tyres."

The "gravely disturbing" financial state revealed in the 1951 accounts, when a deficiency of nearly £20,000 was recorded in liquid assets, has now been turned into a "very much happier one," due, among other things, to the substantial increases in tyre and car manufacturers' subscriptions, waiving of shares in damages, the imposition of a fee for consents and a charge for covenant forms.

Among the expenditure items in the 1952 accounts are £22,960 for salaries and national insurance, £7,437 for printing, stationery, postage and telephone, £9,369 for legal charges and £9,539 for repairs and decorations to the new premises in Fitzhardinge Street, W.1.

Subscriptions brought in £53,266 (£49,176 in 1951), covenant consent fees £10,558 (£1,639), and fines and contributions from breaches of covenant £31,756 (£23,658), less £21,949 (£19,858) expenses, leaving £9,807 (£3,800). There was an excess of expenditure over income of £2,394 (£7,786), but the balance to carry forward is £5,750 (£3,498).

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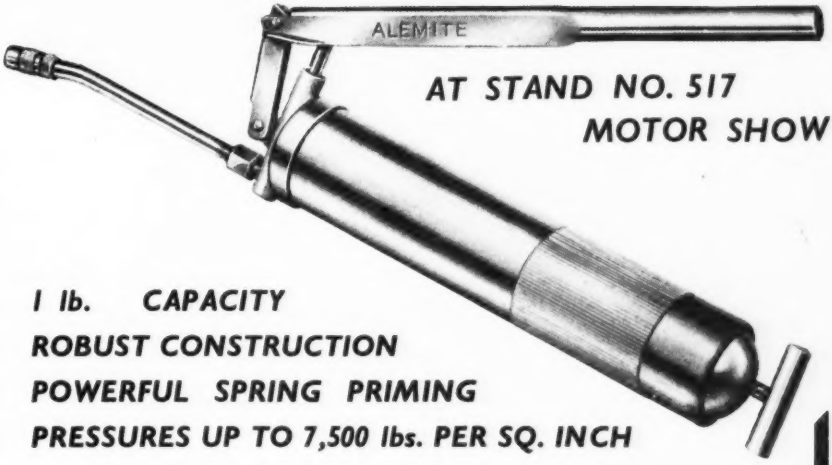
# 4023 ALEMITE LEVER GUN

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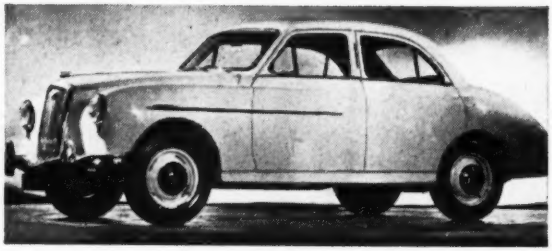
# New Wolseley Four Forty-Four

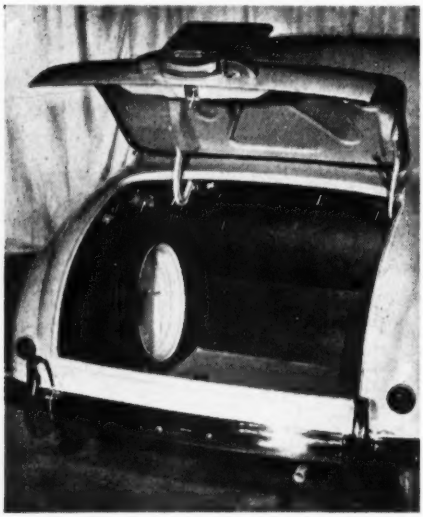
***A high-quality well-equipped car seating four, with ample luggage room***



## Well-tried design

WHAT may well be regarded as an up-to-date successor to the famous Wolseley Hornet is being introduced at the coming Motor Show, for once again a small saloon of just over 1,200 c.c. features in the Wolseley range. This newcomer is known as the Four Forty-Four, and as its name implies, it is powered with a four-cylinder engine which in fact is first cousin to the unit that powers the M.G. T.D. Midget and 1½-litre saloon.

There is thus nothing experimental or unknown about the engine of the new model, for it has successfully withstood the united efforts of both British and American amateur tuners to obtain the maximum possible power output from it.



It has a bore and stroke of 66.5 x 90 mm. and a maximum power output of 46 b.h.p. at 4,800 r.p.m. in its present form, with a single S.U. carburetter and a compression ratio of 7.2 to 1. The overhead valves are pushrod-operated and are in line in the head. A full flow oil filter forms part of the lubrication system, and the dip stick is now on the right of the engine at the front instead of mid-way along on the left.

A centrifugal pump and a fan aid the cooling system which also incorporates a thermostat.

An 8in. diameter clutch conveys the power to the four-speed synchromesh gearbox with steering column control. Overall ratios are 4.875, 7.875, 10.983 and 18.559 to 1. The semi-floating rear axle has a hypoid final drive.

Chassis and body are built on the mono-construction principle, and particular attention has been paid to obtaining a rigid structure. The power unit and front suspension are carried by longitudinal members which are designed to share the loads imposed on them between the frame side-members and a completely boxed propeller shaft tunnel which acts as a backbone to the whole structure.

The independent front wheel suspension is by coil springs and unequal length wishbones mounted on a rigid front cross-member. Telescopic dampers mounted inside the coil springs control the suspension and are placed well out from the centre line of the car to permit long travel dampers with low operating pressures to be used. Tubular radius rods running backwards from the outer end of each lower wishbone to the

**The height of the boot has been greatly increased by mounting the petrol tank forward of the luggage space and the spare wheel vertically at one side. The boot door is counter-balanced.**

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A NUFFIELD PRODUCT

CT.21

**This interior view shows the divided bench-type front seat, with the two halves independently adjustable. A retractable centre arm rest is provided in the rear seat. The upholstery is in real hide over Dunlopillo cushioning. The doors incorporate the "hold open" checks.**

longitudinal members take care of the brake torque reaction.

Rack and pinion steering gear is employed the gear being mounted in front of the wheel centres and linked to forward-facing track arms. Special attention has been paid to reducing the number of greasing points in the front suspension, and by the extensive use of rubber bushes these have been reduced to one on each side.

## New body styling

The semi-elliptic springs at the rear are controlled by telescopic dampers splayed out at an angle from the chassis. Lockheed hydraulic brakes with two leading shoes at the front act on the 15in. diameter road wheels carrying 5.50 x 15 tyres.

Styling of the body is a complete departure from other Wolseley bodies and its long flowing lines are most attractive, and give a surprising impression of length to what is a medium-size car. Although of the four-light pattern, the visibility provided for the occupants is first-class, thanks to the big curved glass windscreen and the large rear window.

The front end treatment relates the car to past Wolseleys, for a traditional radiator shell is retained, together with that special Wolseley feature, an illuminated name badge. The front seat is of the individual adjustable bench type and is upholstered in real hide over Dunlopillo cushions. A centre arm rest is provided for the rear seat.

The front doors are fitted with swivelling extractor windows in addition to the normal drop type, and all the door checks incorporate a device to hold them fully open if required. Push-button door handles operate Schonitzer semi-rotary catches which ensure that the doors will shut without being slammed.

## Concealed filler cap

A lever just inside the boot releases the petrol filler cap which is concealed beneath a panel in the left-hand rear quarter. To obtain the maximum boot capacity, the fuel tank is mounted forward of the luggage space and the spare wheel is stowed vertical to one side of it. Lid of the boot is precisely counterbalanced by twin torsion bars in its hinges, thus making it exceptionally easy to raise. Built into the handle of the boot is a powerful reversing lamp which is operated by a switch in the gearbox.

Other special equipment fitted as standard include a 3½ kw. heating, demisting and ventilating unit with a fresh air intake, a fog light, twin roof lights and overriders. Instruments consist of a clock, a speedometer with trip mileage indicator, oil pressure gauge, water temperature gauge and fuel contents indicator.

A ring on the steering wheel operates the powerful windtone horns.

List price is £640 plus £357 1s. 1d. purchase tax, making a total of £997 1s. 1d.

## "BEDROOM ON WHEELS"

Martin Walter, Ltd., of Folkestone, have received many inquiries as to whether the new Utilecon Dormobile ("Bedroom on Wheels") which attracted so much attention at the Commercial Motor Show, will also be on exhibition at the Motor Show.

The company point out that this is impossible as the vehicle is a conversion of the Bedford 10/12 cwt. van chassis and is, therefore, not eligible.

They are exhibiting the Utilecon Dormobile, however, on a car park immediately adjoining Earls Court, and inspection and trial of the vehicle can be arranged by application to Vauxhall Motors' Stand.

# Try your hand at this SHOW QUIZ

**1** **The "Quick Check" is:—**

A famous fast-moving European athlete ☐

The name of Wakefield's "rotary-head" oil dispenser ☐

**2** **An "Oil Bar" is:—** ☐

The cry of a well-lubricated sheep

An attractive Wakefield metered oil dispenser for 3 grades of oil ☐

**3** **A "Quick March" is:—**

Wakefield's popular transportable lubricator ☐

A sergeant-major's farewell ☐

**4** **Q. What is the new item of Lubrequipment Wakefields are introducing at this year's Shows?**

A. *The new Lubrequipment "Nozzle Meters and Hose Reels."*

WAKEFIELD
**LUBREQUIPMENT**

**MOTOR SHOW STAND No. 504**

**TO SUM UP**

If you have ticked the second answers to Questions 1 and 2 you are off to a good start. Top marks also for ticking the first answer to Question 3. If you knew the answer to Question 4 you've been "tipped-off"—and we shall have to ask you to report to us on our Stand!

# Jaguar Weeks in East Anglia

## *Successful events in Norwich and Ipswich*

Two views of the showroom of Botwoods, Ltd., Ipswich, during their Jaguar service week.

### Owners invited to watch

FOR two weeks recently it was Jaguar service time in East Anglia, when service weeks were held in Norwich by Mann Egerton and Co., Ltd., and in Ipswich by their associated firm, Botwoods, Ltd.

Over 50 per cent.—35 out of 60—owners responded to the letter sent out by Botwoods, Ltd., which in such a widespread rural area can be regarded as most satisfactory.

A feature was made of reception efficiency, and Botwoods' own Jaguar-trained mechanics carried out all the inspections and adjustments under the supervision of the Jaguar representative. Owners could watch the inspection in progress and could accompany the tester on the road.

A typed report was based on the Jaguar representative's test report and was posted to the customer the same day, **accompanied by an estimate for any work recommended.**

### Customers' free access

The firm are great believers in the "personal touch" at all times, and encourage customers to have contact with mechanics and others actually working on the cars, and the workshop is an "open door" to them always. **Another example of this touch was that the letter to the Jaguar owners was individually typed in each case and signed by Manager R. Blake.**

The showroom was turned over to Jaguar display material, including the XK120 in a race setting. Here and in the service bay there were also displays by Radiomobile, Shell-Mex, Dunlop and Girling.

Mr. Blake had reason to be pleased with the success of the week, which was due, no doubt, to the effort put in. Proper planning beforehand and making sure that all instructions were understood made for success.

### "Good impression"

His words to the staff tell their own story:

**"I do want all concerned to emphasise the necessity of all participating in the Jaguar service week to be alive to the fact that prompt and courteous treatment of customers is essential, and I want the whole arrangement to be carried out efficiently and in a manner which will create a good impression in the customer's mind."**

For their week in Norwich, Mann Egerton and Co., Ltd., had about 50 bookings.

This service week followed closely on some reorganisation to divorce the workshop reception entrance from that used merely for garaging. **The Jaguar cars were taken in through the latter entrance and did not disrupt the ordinary work of the firm, and the service week personnel had exclusive use of the original service bay and lift.**

Mann Egerton, who cover East Norfolk for Jaguar, arranged a collection and delivery service where it was required, but mostly customers brought in their own cars. Letters sent out to customers were "run off," but, as with Botwoods, were individually signed, by Works Manager **R. A. Edmonds.**

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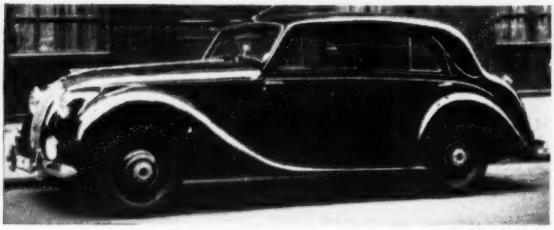
GOODYEAR

# Lagonda Mark II is Improved

**Restyled front end, roomier body, and hydraulic jacks for 1953: Coupe model continued**



## New facia

NO radical changes have been made to the Lagonda for the coming year, but sufficient detail alterations have been made to warrant calling the 1953 model the Mark II. The front end has been restyled to give the car a more pleasing and bolder appearance and a new body which is wider internally but has the same overall dimensions is now fitted.

A new facia panel with central grille has been installed to make the radio and heater controls more accessible than previously. Other new features of the heating system are the installation of an air scoop in front of the windscreen to ensure a constant supply of fresh air to the system and additional ducts for providing the rear seat passengers with warm or cold air.

Equipment now includes Lucas two-speed windscreen wipers and double-dipping headlamps. Only chassis change is the fitting of hydraulic jacks as standard.

No changes are being made to the Lagonda Coupe for 1953. Both models are, of course, on the same advanced chassis with independent suspension for all four wheels and a 2.6-litre twin overhead camshaft engine.

New price, including purchase-tax, of the saloon is £2,995 18s. 11d., and the coupe, £2,957 1s. 1d.

# Standards for Stationery

## B.S.I. recommendations

MANY attempts have been made to set up uniform-size standards for all kinds of business documents—invoices, statements, letterheads, delivery notes, and so on. They failed because the recommendations were not over a sufficiently wide area; some agreed, others did not.

Actually this is not a minor matter, for much evidence has been accumulated to show that considerable sums are wasted, and many man-hours, by the diversity of style, size and shape of printed commercial papers.

The British Standards Institution, which in recent years has done invaluable work in establishing authoritative standards of quality, colour, size, etc., for many sections of British industry, has now tackled this matter of letter and form sizes. It makes detailed recommendations and they are made available in report BS 1808.

The result should be the setting up of a new Standard for this particular field, one which will more or less fix sizes for the various papers, a standard "location" for the letterpress which usually appears on each—such as names and address, departmental reference number and so on.

Copies of the report are obtainable from the B.S.I. at 24/28, Victoria Street, S.W.1, post free, 3s.—M.H.

---

Executive Engineer **Maurice Platt**, of Vauxhall Motors, Ltd., has taken office as Chairman of the Automobile Division of the Institution of Mechanical Engineers for the 1952-53 session. He has served continuously on the Council of the Automobile Division and on the previous Council of the Institution of Automobile Engineers since 1937.

# Ripaults'

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Ask your Wholesaler NOW for fully descriptive folder.

All Ripogloss single lighting cables are available in a wide range of colours.

**RIPOGLOSS SINGLE LIGHTING CABLES ARE AVAILABLE IN NO LESS THAN 28 COLOURS INCLUDING:—**

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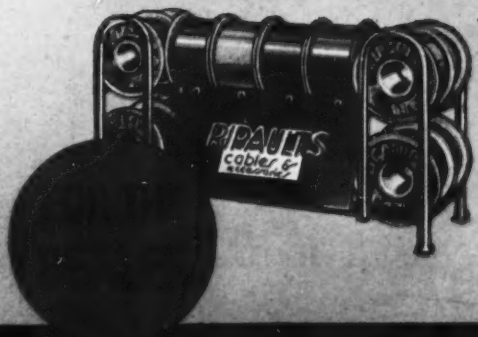
|---|---|---|
| Black | Black with White Tracer | Green with White Tracer |
| Blue | Black " Yellow " | Green " Black " |
| Red | Black " Green " | Green " Red " |
| Green | Black " Red " | Yellow " Black " |
| Yellow | Blue " White " | Yellow " Red " |
| Mauve | Blue " Yellow " | Yellow " Green " |
| White | Blue " Purple " | Purple " Black " |
| Brown | Red " White " | Purple " White " |
| | Red " Blue " | Purple " Yellow " |
| | Red " Black " | Brown " White " |



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*Telephone - Cheltenham 53866-7-8*

# The Garage & Motor Agent

# Used-Car Market Report

DIGEST of prices quoted in trade and private advertisements of used cars FOR SALE appearing in current issues of public motoring journals and representative national and provincial newspapers. In each case the figure given is the nearest "popular" average, i.e., the MAJORITY, NOT the arithmetical average.

***Prices in right-hand column in £'s***

C—Coupe.
F—4 or 5 seat Tourer.
L—Limousine.
T—2 or 3 seat Tourer.
S—Saloon.
U—Utility.

### A.C.

| | |
|---|---|
| 35 S 16 h.p. | 135 |
| 36 S 16-80 | 180 |
| 36 S 16 h.p. | 216 |
| 36 C 16 h.p. | 195 |
| 37 T 16-80 | 255 |
| 37 S 16 h.p. | 276 |
| 38 T 16-80 | 357 |
| 38 F 16-80 | 340 |
| 48 S 2-litre | 725 |
| 49 S 2-litre | 800 |
| 50 F 2-litre | 870 |
| 50 S 2-litre | 915 |
| 51 S 2-litre | 998 |

### ALFA-ROMEO

| | |
|---|---|
| 36 S 1½-litre | 495 |
| 35 F 2.3-litre | 575 |
| 35 T 2.3-litre | 625 |
| 39 S 2.3-litre | 1175 |

### ALLARD

| | |
|---|---|
| 46 T 30 h.p. | 400 |
| 47 F 30 h.p. | 440 |
| 47 C 30 h.p. | 455 |
| 47 T 30 h.p. | 435 |
| 48 F 30 h.p. | 485 |
| 48 C 30 h.p. | 530 |
| 48 T 30 h.p. | 510 |
| 49 F 30 h.p. | 570 |
| 49 C 30 h.p. | 595 |
| 49 T 30 h.p. | 600 |
| 50 S 30 h.p. | 688 |
| 50 T 30 h.p. | 670 |
| 51 S 30 h.p. | 800 |

### ALVIS

| | |
|---|---|
| 36 S 14 h.p. | 260 |
| 38 S 14 h.p. | 360 |
| 39 C 14 h.p. | 437 |
| 47 S 14 h.p. | 750 |
| 47 C 14 h.p. | 735 |
| 48 S 14 h.p. | 800 |
| 48 C 14 h.p. | 798 |
| 49 S 14 h.p. | 885 |
| 49 C 14 h.p. | 860 |
| 50 S 14 h.p. | 970 |
| 50 C 14 h.p. | 935 |
| 50 T 14 h.p. | 1000 |
| 36 S S.Eagle | 265 |
| 37 S.Crest | 310 |
| 38 S.Crest | 375 |
| 36 S 17 h.p. | 250 |
| 37 S 17 h.p. | 315 |
| 39 S 17 h.p. | 398 |
| 36 S Sp. 20 h.p. | 235 |
| 36 F Sp. 20 h.p. | 260 |
| 37 S Sp. 25 h.p. | 322 |
| 37 T Sp. 25 h.p. | 345 |
| 37 C Sp. 25 h.p. | 380 |
| 38 S Sp. 25 h.p. | 460 |
| 38 F Sp. 25 h.p. | 435 |
| 39 T Sp. 25 h.p. | 510 |
| 39 S Sp. 25 h.p. | 545 |
| 37 S 3.4-litre | 420 |
| 38 S 4.3-litre | 495 |
| 38 C 4.3-litre | 560 |
| 39 S 4.3-litre | 680 |
| 39 C 4.3-litre | 650 |

### ARMSTRONG SIDDELEY

| | |
|---|---|
| 35 S 12 h.p. | 125 |
| 36 S 14 h.p. | 160 |
| 37 S 14 h.p. | 215 |
| 38 S 14 h.p. | 277 |
| 36 S 16 h.p. | 260 |
| 40 S 16 h.p. | 410 |
| 46 C Hurricane | 545 |
| 46 S Lancaster | 570 |
| 46 S Typhoon | 580 |
| 47 C Hurricane | 635 |
| 47 S Lancaster | 660 |
| 47 S Typhoon | 655 |
| 48 C Hurricane | 700 |
| 48 S Lancaster | 695 |
| 48 S Typhoon | 695 |
| 49 C Hurricane | 825 |
| 49 S Lancaster | 855 |
| 49 S Typhoon | 870 |
| 50 C Hurricane | 995 |
| 50 S L'caster | 1050 |
| 50 S Typhoon | 1100 |
| 36 S 17 h.p. | 160 |
| 36 L 17 h.p. | 255 |
| 37 S 17 h.p. | 240 |
| 37 L 17 h.p. | 380 |
| 38 S 17 h.p. | 325 |
| 38 L 17 h.p. | 440 |
| 39 S 17 h.p. | 395 |
| 39 L 17 h.p. | 535 |
| 40 S 17 h.p. | 520 |
| 40 L 17 h.p. | 610 |
| 50 S Wy 18h.p. | 995 |
| 51 S Wy 18h.p. | 1180 |
| 37 S 25 h.p. | 325 |
| 38 S 25 h.p. | 420 |
| 38 L 25 h.p. | 575 |
| 39 S 25 h.p. | 500 |
| 39 L 25 h.p. | 680 |
| 36 L 30 h.p. | 470 |
| 37 L 30 h.p. | 550 |

### ASTON MARTIN

| | |
|---|---|
| 36 T 1½-litre | 425 |
| 36 F 1½-litre | 440 |
| 36 S 1½-litre | 460 |
| 37 F 1½-litre | 540 |
| 37 T 2-litre | 595 |
| 38 T 2-litre | 630 |
| 38 F 2-litre | 662 |
| 38 S 2-litre | 695 |
| 39 T 2-litre | 725 |
| 48 C 2-litre | 1610 |
| 49 C 2-litre | 2015 |
| 49 S DB2 | 2180 |

### AUBURN

| | |
|---|---|
| 37 C 30 h.p. | 350 |

### AUSTIN

| | |
|---|---|
| 35 F 7 h.p. | 110 |
| 35 S 7 h.p. | 120 |
| 36 T 7 h.p. | 135 |
| 36 S 7 h.p. | 140 |
| 37 T 7 h.p. | 166 |
| 37 S 7 h.p. | 170 |
| 38 T 7 h.p. | 200 |
| 38 S 7 h.p. | 210 |
| 38 C 7 h.p. | 195 |
| 38 S 8 h.p. | 245 |
| 39 F 8 h.p. | 265 |
| 39 S 8 h.p. | 275 |
| 40 S 8 h.p. | 312 |
| 41 S 8 h.p. | 330 |
| 42 S 8 h.p. | 365 |
| 43 S 8 h.p. | 380 |
| 45 S 8 h.p. | 430 |
| 46 S 8 h.p. | 470 |
| 47 S 8 h.p. | 495 |
| 48 S 8 h.p. | 540 |
| 35 F 10 h.p. | 125 |
| 35 S 10 h.p. | 130 |
| 36 T 10 h.p. | 180 |
| 36 S 10 h.p. | 195 |
| 36 C 10 h.p. | 178 |
| 37 F 10 h.p. | 255 |
| 37 S 10 h.p. | 260 |
| 37 T 10 h.p. | 250 |
| 38 F 10 h.p. | 270 |
| 38 S 10 h.p. | 285 |
| 38 C 10 h.p. | 295 |
| 39 S 10 h.p. | 330 |
| 39 C 10 h.p. | 320 |
| 40 C 10 h.p. | 360 |
| 40 S 10 h.p. | 372 |
| 41 S 10 h.p. | 395 |
| 42 S 10 h.p. | 410 |
| 45 S 10 h.p. | 450 |
| 46 S 10 h.p. | 475 |
| 47 S 10 h.p. | 495 |
| 48 S A.40 | 630 |
| 49 S A.40 | 675 |
| 50 S A.40 | 750 |
| 51 S A.40 | 795 |
| 36 S 12 h.p. | 140 |
| 37 S 12 h.p. | 185 |
| 38 S 12 h.p. | 244 |
| 39 S 12 h.p. | 320 |
| 40 S 12 h.p. | 375 |
| 46 S 12 h.p. | 500 |
| 47 S 12 h.p. | 595 |
| 36 S 14 h.p. | 185 |
| 38 S 14 h.p. | 240 |
| 39 S 14 h.p. | 310 |
| 35 S 16 h.p. | 170 |
| 36 S 16 h.p. | 225 |
| 36 L 16 h.p. | 325 |
| 37 F 16 h.p. | 250 |
| 37 S 16 h.p. | 265 |
| 37 T 16 h.p. | 269 |
| 38 C 16 h.p. | 280 |
| 38 S 16 h.p. | 295 |
| 39 S 16 h.p. | 355 |
| 46 S 16 h.p. | 500 |
| 47 S 16 h.p. | 535 |
| 48 S 16 h.p. | 585 |
| 49 S 16 h.p. | 665 |
| 50 S 16 h.p. | 750 |
| 49 S A.70 | 760 |
| 50 S A.70 | 800 |
| 51 S A.70 | 885 |
| 49 S A.90 | 820 |
| 49 C A.90 | 775 |
| 50 S A.90 | 845 |
| 50 C A.90 | 850 |
| 51 S A.90 | 1035 |
| 51 C A.90 | 940 |
| 36 S 18 h.p. | 245 |
| 36 L 18 h.p. | 325 |
| 37 S 18 h.p. | 310 |
| 37 L 18 h.p. | 395 |
| 38 S 18 h.p. | 495 |
| 38 L 18 h.p. | 595 |
| 39 S 18 h.p. | 570 |
| 39 L 18 h.p. | 755 |
| 36 S 20 h.p. | 350 |
| 37 S 20 h.p. | 440 |
| 38 S 20 h.p. | 500 |
| 38 L 20 h.p. | 655 |
| 35 S 24 h.p. | 270 |
| 36 S 24 h.p. | 350 |
| 37 S 24 h.p. | 395 |
| 37 L 24 h.p. | 688 |
| 38 S 24 h.p. | 580 |
| 39 S 28 h.p. | 640 |
| 39 L 28 h.p. | 700 |
| 48 S A.125 | 895 |
| 49 S A.125 | 975 |
| 50 S A.125 | 1075 |
| 51 S A.125 | 1252 |
| 52 S A.125 | 1750 |
| 49 S A.135 | 1250 |
| 50 S A.135 | 1380 |
| 51 S A.135 | 1640 |

### BENTLEY

| | |
|---|---|
| 35 S 3½-litre | 775 |
| 36 C 3½-litre | 960 |
| 36 S 3½-litre | 995 |
| 37 C 3½-litre | 1100 |
| 37 S 3½-litre | 1135 |
| 37 T 3½-litre | 1230 |
| 36 S 4¼-litre | 1190 |
| 37 C 4¼-litre | 1350 |
| 37 S 4¼-litre | 1400 |
| 38 S 4¼-litre | 1610 |
| 38 F 4¼-litre | 1600 |
| 39 C 4¼-litre | 1840 |
| 39 S 4¼-litre | 2000 |
| 39 F 4¼-litre | 2112 |
| 47 S Mk VI | 2750 |
| 48 S Mk VI | 2950 |
| 48 C Mk VI | 3100 |
| 49 S Mk VI | 3500 |
| 49 C Mk VI | 3600 |
| 50 S Mk VI | 3950 |
| 51 S Mk VI | 4450 |

### B.M.W.

| | |
|---|---|
| 36 S 45 | 295 |
| 37 S 45 | 305 |
| 37 C 45 | 365 |
| 38 S 321 | 420 |
| 37 C 329 | 498 |
| 38 C 329 | 498 |
| 38 C 329 | 575 |

### BOND

| | |
|---|---|
| 49 T 2 h.p. | 115 |
| 50 T 2 h.p. | 135 |
| 51 T 2 h.p. | 160 |

### BRISTOL

| | |
|---|---|
| 48 S 400 | 1300 |
| 49 S 400 | 1435 |
| 50 S 401 | 2300 |

### BRITISH SALMSON

| | |
|---|---|
| 38 S 13 h.p. | 255 |
| 38 S 14 h.p. | 300 |

# "The G. & M.A." Used-Car Market Report—*(continued)*.

### BROUGH SUPERIOR

| | |
|---|---|
| 37 C 22 h.p. | 495 |
| 41 S 22 h.p. | 575 |
| 39 C 3½-litre | 575 |
| 36 C 29 h.p. | 325 |
| 38 S 29 h.p. | 275 |

### B.S.A.

| | |
|---|---|
| 36 C 10 h.p. | 150 |
| 36 T 10 h.p. | 145 |
| 37 C 10 h.p. | 195 |
| 37 F 10 h.p. | 180 |
| 35 S 10 h.p. | 260 |
| 36 F 10 h.p. | 245 |
| 39 C 10 h.p. | 245 |
| 39 T 10 h.p. | 270 |
| 40 S 10 h.p. | 295 |
| 40 T 10 h.p. | 310 |
| 35 S 12 h.p. | 170 |
| 36 C 12 h.p. | 230 |

### BUGATTI

| | |
|---|---|
| 34 F 2.3-litre | 360 |
| 37 F 2.3-litre | 475 |
| 39 S 3.3-litre | 1050 |

### BUICK

| | |
|---|---|
| 35 S 29 h.p. | 197 |
| 36 S 31 h.p. | 266 |
| 36 C 31 h.p. | 250 |
| 37 S 31 h.p. | 350 |
| 37 C 31 h.p. | 375 |
| 38 C 31 h.p. | 460 |
| 38 S 31 h.p. | 440 |
| 39 S 31 h.p. | 500 |
| 40 S 31 h.p. | 560 |
| 41 S 31 h.p. | 610 |
| 48 C 31 h.p. | 1650 |
| 36 S 38 h.p. | 420 |
| 37 L 38 h.p. | 650 |
| 38 L 38 h.p. | 745 |
| 39 C 38 h.p. | 550 |
| 39 S 38 h.p. | 595 |
| 48 C 38 h.p. | 1850 |
| 49 S 38 h.p. | 2550 |
| 46 C Rdmstr | 840 |
| 47 S Rdmstr | 980 |
| 48 S Rdmstr | 1272 |
| 49 S Rdmstr | 1485 |
| 47 S 51 | 1700 |
| 48 S 51 | 2350 |
| 49 C 51 | 2875 |
| 49 S 51 | 2995 |

### CADILLAC

| | |
|---|---|
| 39 S V8 | 1175 |
| 47 S 61 | 2150 |
| 49 S 24 h.p. | 3750 |

### CHEVROLET

| | |
|---|---|
| 37 S 30 h.p. | 230 |
| 38 S 30 h.p. | 375 |
| 39 S 30 h.p. | 465 |
| 39 C 30 h.p. | 450 |
| 41 S 30 h.p. | 625 |
| 45 S 30 h.p. | 745 |
| 47 S Fltmstr | 925 |
| 48 S 30 h.p. | 1445 |
| 50 S Fleetline | 2750 |

### CHRYSLER

| | |
|---|---|
| 38 S 20 h.p. | 285 |
| 39 S 20 h.p. | 360 |
| 39 S 22 h.p. | 420 |
| 36 S 24 h.p. | 225 |
| 37 S 24 h.p. | 310 |
| 38 S 24 h.p. | 398 |
| 39 S 24 h.p. | 475 |
| 47 S 24 h.p. | 1190 |
| 38 S 28 h.p. | 395 |
| 39 S 28 h.p. | 450 |
| 47 S Plymouth | 1195 |
| 49 S Plymouth | 1280 |
| 50 S Plymouth | 1400 |

### CITROEN

| | |
|---|---|
| 36 S 10 h.p. | 135 |
| 35 S 12 h.p. | 150 |
| 36 S 12 h.p. | 170 |
| 37 S 12 h.p. | 225 |
| 38 S 12 h.p. | 262 |
| 38 T 12 h.p. | 270 |
| 39 S 12 h.p. | 360 |
| 40 S 12 h.p. | 425 |
| 37 S 15 h.p. | 230 |
| 38 S 15 h.p. | 295 |
| 38 C 15 h.p. | 288 |
| 39 S 15 h.p. | 340 |
| 40 T 15 h.p. | 400 |
| 40 S 15 h.p. | 425 |
| 45 S 15 h.p. | 520 |
| 46 S 15 h.p. | 560 |
| 47 S 15 h.p. | 632 |
| 48 S 15 h.p. | 675 |
| 49 S 15 h.p. | 765 |
| 50 S 15 h.p. | 850 |
| 49 S 23 h.p. | 975 |
| 50 S 23 h.p. | 1125 |

### CONNAUGHT

| | |
|---|---|
| 49 T 1767 c.c. | 1075 |

### CROSLEY

| | |
|---|---|
| 50 S 6 h.p. | 695 |
| 49 U 7 h.p. | 595 |

### CROSSLEY

| | |
|---|---|
| 37 S 20 h.p. | 350 |

### DAIMLER

| | |
|---|---|
| 36 S 15 h.p. | 285 |
| 37 S 15 h.p. | 345 |
| 38 S 15 h.p. | 395 |
| 37 S 2½-litre | 390 |
| 38 S 2½-litre | 460 |
| 39 S 2½-litre | 582 |
| 39 C 2½-litre | 560 |
| 40 S 2½-litre | 675 |
| 46 S 2½-litre | 975 |
| 45 C 2½-litre | 1000 |
| 47 S 2½-litre | 1120 |
| 48 S 2½-litre | 1200 |
| 48 C 2½-litre | 1225 |
| 49 C 2½-litre | 1320 |
| 49 S 2½-litre | 1325 |
| 50 C 2½-litre | 1500 |
| 50 S 2½-litre | 1425 |
| 51 S 2½-litre | 1595 |
| 36 S 20 h.p. | 395 |
| 36 L 20 h.p. | 520 |
| 37 S 20 h.p. | 535 |
| 38 S 20 h.p. | 598 |
| 39 S 20 h.p. | 665 |
| 41 S 20 h.p. | 750 |
| 46 S 20 h.p. | 865 |
| 36 L 24 h.p. | 595 |
| 37 S 24 h.p. | 644 |
| 39 S 24 h.p. | 768 |
| 40 S 24 h.p. | 880 |
| 36 C 26 h.p. | 535 |
| 36 S 26 h.p. | 540 |
| 35 S 27 h.p. | 470 |
| 47 S 27 h.p. | 1600 |
| 47 L 27 h.p. | 2100 |
| 50 L 27 h.p. | 3750 |
| 37 S 3½-litre | 775 |
| 36 L 32 h.p. | 810 |
| 38 L 32 h.p. | 1200 |
| 47 L 32 h.p. | 2890 |
| 40 S 4-litre | 1310 |

### DELAGE

| | |
|---|---|
| 39 S D6-75 | 775 |
| 36 C D8-85 | 325 |
| 38 C 28 h.p. | 550 |

### DELAHAYE

| | |
|---|---|
| 38 C 3½-litre | 730 |
| 38 S 135m | 775 |
| 38 F 135m | 865 |
| 49 C 135m | 1650 |

### D.K.W.

| | |
|---|---|
| 38 S 7 h.p. | 175 |
| 40 S 7 h.p. | 250 |
| 38 S 8 h.p. | 210 |

### DODGE

| | |
|---|---|
| 37 S 26 h.p. | 355 |
| 38 S 26 h.p. | 410 |
| 40 S 26 h.p. | 655 |
| 47 S 26 h.p. | 1280 |

### FIAT

| | |
|---|---|
| 36 T 500 | 160 |
| 37 C 500 | 195 |
| 37 S 500 | 205 |
| 38 S 500 | 260 |
| 38 C 500 | 245 |
| 39 S 500 | 320 |
| 39 C 500 | 315 |
| 49 C 500 | 625 |
| 36 T 1100 | 208 |
| 38 S 1100 | 285 |
| 39 S 1100 | 365 |
| 40 S 1100 | 430 |
| 40 C 1100 | 455 |
| 47 C 1100 | 750 |
| 48 S 1100 | 825 |
| 49 C 1100 | 950 |
| 50 C 1100 | 1070 |
| 37 S 1500 | 315 |
| 37 C 1500 | 300 |
| 38 S 1500 | 335 |
| 39 S 1500 | 398 |
| 40 C 1500 | 460 |

### FORD

| | |
|---|---|
| 35 S 8 h.p. | 100 |
| 36 S 8 h.p. | 120 |
| 37 S 8 h.p. | 165 |
| 38 S 8 h.p. | 240 |
| 39 S 8 h.p. | 265 |
| 40 S 8 h.p. | 295 |
| 46 S Anglia | 360 |
| 47 S Anglia | 405 |
| 48 S Anglia | 465 |
| 49 S Anglia | 485 |
| 50 S Anglia | 545 |
| 35 S 10 h.p. | 125 |
| 36 S 10 h.p. | 155 |
| 37 S 10 h.p. | 185 |
| 38 S 10 h.p. | 258 |
| 38 F 10 h.p. | 240 |
| 39 S Prefect | 295 |
| 39 F Prefect | 280 |
| 39 C Prefect | 285 |
| 40 S Prefect | 320 |
| 41 S Prefect | 355 |
| 46 S Prefect | 405 |
| 47 S Prefect | 445 |
| 48 S Prefect | 500 |
| 49 S Prefect | 575 |
| 50 S Prefect | 650 |
| 36 S 22 h.p. | 160 |
| 37 S 22 h.p. | 185 |
| 38 S 22 h.p. | 225 |
| 39 S 22 h.p. | 270 |
| 35 S 30 h.p. | 125 |
| 36 S 30 h.p. | 160 |
| 36 C 30 h.p. | 150 |
| 37 S 30 h.p. | 220 |
| 37 C 30 h.p. | 215 |
| 38 C 30 h.p. | 272 |
| 38 S 30 h.p. | 295 |
| 39 S 30 h.p. | 340 |
| 40 S 30 h.p. | 405 |
| 47 S Pilot | 550 |
| 48 S Pilot | 595 |
| 49 S Pilot | 660 |
| 50 S Pilot | 710 |

### FRAZER NASH

| | |
|---|---|
| 34 T 1½-litre | 295 |
| 35 T 1½-litre | 350 |
| 37 S 1½-litre | 399 |

### FRAZER NASH B.M.W.

| | |
|---|---|
| 35 C 45 | 245 |
| 35 F 45 | 290 |
| 37 S 45 | 330 |
| 37 F 45 | 320 |
| 37 C 45 | 325 |
| 38 C 45 | 365 |
| 36 C 55 | 265 |
| 36 T 55 | 340 |
| 37 C 55 | 450 |
| 38 S 320 | 510 |
| 39 S 320 | 590 |
| 39 S 321 | 525 |
| 39 C 321 | 550 |
| 38 T 328 | 735 |
| 39 T 328 | 790 |
| 40 T 328 | 840 |

### GRAHAM

| | |
|---|---|
| 38 S 26 h.p. | 190 |
| 39 S 26 h.p. | 525 |

### HANSA

| | |
|---|---|
| 39 S 1½-litre | 325 |

### HEALEY

| | |
|---|---|
| 47 T 2.4-litre | 745 |
| 47 S 2.4-litre | 770 |
| 48 T 2.4-litre | 855 |
| 48 S 2.4-litre | 880 |
| 49 T 2.4-litre | 955 |
| 49 S 2.4-litre | 998 |
| 49 C 2.4-litre | 960 |
| 50 T 2.4-litre | 1175 |
| 51 S 2.4-litre | 1250 |

### HILLMAN

| | |
|---|---|
| 35 S 10 h.p. | 120 |
| 36 S 10 h.p. | 175 |
| 36 C 10 h.p. | 160 |
| 37 S 10 h.p. | 200 |
| 37 C 10 h.p. | 195 |
| 38 S 10 h.p. | 235 |
| 38 C 10 h.p. | 230 |
| 39 S 10 h.p. | 285 |
| 39 C 10 h.p. | 295 |
| 40 C 10 h.p. | 335 |
| 40 S 10 h.p. | 350 |
| 41 S 10 h.p. | 365 |
| 42 S 10 h.p. | 390 |
| 45 S 10 h.p. | 445 |
| 46 S 10 h.p. | 470 |
| 46 C 10 h.p. | 480 |
| 47 C 10 h.p. | 510 |
| 47 S 10 h.p. | 525 |
| 48 C 10 h.p. | 555 |
| 48 S 10 h.p. | 580 |
| 49 C 10 h.p. | 650 |
| 49 S 10 h.p. | 665 |
| 50 S 10 h.p. | 760 |
| 50 C 10 h.p. | 745 |
| 51 S 10 h.p. | 815 |
| 38 S 14 h.p. | 265 |
| 39 S 14 h.p. | 320 |
| 37 S 16 h.p. | 285 |
| 36 L 21 h.p. | 295 |
| 37 S 21 h.p. | 225 |
| 37 L 21 h.p. | 385 |
| 38 L 21 h.p. | 493 |

### H.R.G.

| | |
|---|---|
| 47 T 1½-litre | 550 |
| 48 T 1½-litre | 625 |
| 49 T 1½-litre | 700 |
| 50 T 1½-litre | 785 |

### HISPANO-SUIZA

| | |
|---|---|
| 37 C 37 h.p. | 750 |

### HOTCHKISS

| | |
|---|---|
| 36 C 28 h.p. | 625 |
| 37 S 3-litre | 670 |

### HUDSON

| | |
|---|---|
| 37 C 17 h.p. | 255 |
| 37 S 17 h.p. | 270 |
| 38 C 17 h.p. | 345 |
| 38 S 17 h.p. | 365 |
| 39 C 17 h.p. | 425 |
| 39 S 17 h.p. | 440 |
| 40 S 17 h.p. | 490 |
| 36 C 22 h.p. | 225 |
| 37 S 22 h.p. | 298 |
| 38 C 22 h.p. | 340 |
| 38 S 22 h.p. | 365 |
| 39 S 22 h.p. | 422 |
| 40 S 22 h.p. | 500 |
| 37 C 29 h.p. | 335 |
| 38 S 29 h.p. | 380 |
| 42 S Com'dore | 850 |
| 50 S Com'dore | 2100 |

### HUMBER

| | |
|---|---|
| 35 S 12 h.p. | 169 |
| 36 S 12 h.p. | 195 |
| 37 S 12 h.p. | 250 |
| 46 S Hawk | 545 |
| 47 S Hawk | 640 |
| 48 S Hawk | 725 |

# These new HAVOLINE Advertisements will boost your Autumn business!

Cash in on this National Campaign of eye-catching advertisements. They will make more motorists HAVOLINE minded when they're thinking of Autumn oil change.

*Urge your customers to get winter lubritection with HAVOLINE for the engine and MARFAK for the chassis*

**Only HAVOLINE MOTOR OIL gives Engine Lubritection**

# "The G. & M.A." Used-Car Market Report—*(continued)*.

| | |
|---|---|
| 49 S Hawk | 800 |
| 50 S Hawk | 895 |
| 51 S Hawk | 1050 |
| 38 S 16 h.p. | 380 |
| 39 S 16 h.p. | 455 |
| 40 S 16 h.p. | 500 |
| 36 S 18 h.p. | 388 |
| 37 S 18 h.p. | 460 |
| 45 S 18 h.p. | 580 |
| 46 S 18 h.p. | 655 |
| 47 S 18 h.p. | 735 |
| 48 S 18 h.p. | 795 |
| 38 S 21 h.p. | 425 |
| 39 S 21 h.p. | 485 |
| 46 S Snipe | 660 |
| 47 S Snipe | 742 |
| 48 S Snipe | 800 |
| 39 S Imperial | 450 |
| 40 S Imperial | 520 |
| 49 S Imperial | 1135 |
| 50 S Imperial | 1300 |
| 38 S S.Snipe | 375 |
| 39 S S.Snipe | 440 |
| 45 S S.Snipe | 515 |
| 46 S S.Snipe | 580 |
| 47 S S.Snipe | 635 |
| 48 S S.Snipe | 750 |
| 49 S S.Snipe | 800 |
| 50 S S.Snipe | 870 |
| 50 C S.Snipe | 935 |
| 51 S S.Snipe | 1050 |
| 36 L Pullman | 255 |
| 37 L Pullman | 340 |
| 39 L Pullman | 420 |
| 46 L Pullman | 695 |
| 47 L Pullman | 780 |
| 48 L Pullman | 945 |
| 48 S Pullman | 900 |
| 49 L Pullman | 1195 |
| 50 L Pullman | 1260 |

### JAGUAR

| | |
|---|---|
| 36 S 12 h.p. | 225 |
| 37 S 1½-litre | 260 |
| 38 S 1½-litre | 298 |
| 39 F 1½-litre | 345 |
| 39 C 1½-litre | 350 |
| 39 S 1½-litre | 375 |
| 40 S 1½-litre | 444 |
| 40 C 1½-litre | 430 |
| 46 S 1½-litre | 565 |
| 47 S 1½-litre | 650 |
| 48 S 1½-litre | 775 |
| 49 S 1½-litre | 830 |
| 36 S 2½-litre | 210 |
| 37 S 2½-litre | 245 |
| 37 T 2½-litre | 255 |
| 38 S 2½-litre | 345 |
| 38 C 2½-litre | 335 |
| 39 S 2½-litre | 375 |
| 46 C 2½-litre | 625 |
| 47 S 2½-litre | 670 |
| 48 S 2½-litre | 750 |
| 49 S Mk V | 865 |
| 50 S Mk V | 1050 |
| 38 T 3½/100 | 380 |
| 38 S 3½-litre | 395 |
| 38 C 3½-litre | 420 |
| 39 C 3½-litre | 495 |
| 39 S 3½-litre | 510 |
| 39 T 3½/100 | 495 |
| 40 S 3½-litre | 540 |
| 46 S 3½-litre | 610 |
| 47 S 3½-litre | 675 |
| 48 C 3½-litre | 725 |
| 48 S 3½-litre | 775 |
| 49 S 3½-litre | 950 |
| 49 S Mk V | 1025 |
| 50 S Mk V | 1275 |
| 50 T XK 120 | 1550 |

### JENSEN

| | |
|---|---|
| 38 C 1½-litre | 500 |

### JOWETT

| | |
|---|---|
| 35 S 8 h.p. | 135 |
| 37 S 8 h.p. | 170 |
| 38 S 8 h.p. | 225 |
| 39 S 8 h.p. | 290 |
| 36 S 10 h.p. | 230 |
| 38 S 10 h.p. | 285 |
| 39 S 10 h.p. | 335 |

### JOWETT JAVELIN

| | |
|---|---|
| 48 S 1½-litre | 675 |
| 49 S 1½-litre | 725 |
| 50 S 1½-litre | 875 |
| 51 S 1½-litre | 950 |
| 52 S 1½-litre | 1083 |

### LAGONDA

| | |
|---|---|
| 35 C 10 h.p. | 240 |
| 36 S 16-80 h.p. | 285 |
| 50 S 2½-litre | 1760 |
| 51 S 2½-litre | 2350 |
| 35 S 4½-litre | 285 |
| 35 C 4½-litre | 480 |
| 36 S 4½-litre | 462 |
| 37 C 4½-litre | 567 |
| 37 S 4½-litre | 620 |
| 38 S V12 | 850 |
| 39 S V12 | 965 |
| 40 S V12 | 1040 |

### LANCHESTER

| | |
|---|---|
| 36 S 10 h.p. | 195 |
| 46 S 10 h.p. | 650 |
| 47 S 10 h.p. | 720 |
| 48 S 10 h.p. | 775 |
| 50 S 10 h.p. | 870 |
| 36 S 11 h.p. | 201 |
| 37 S 11 h.p. | 262 |
| 38 S 11 h.p. | 320 |
| 39 S 11 h.p. | 432 |
| 35 S 12 h.p. | 240 |
| 36 S 12 h.p. | 277 |
| 37 S 14 h.p. | 320 |
| 38 S 14 h.p. | 355 |
| 39 S 14 h.p. | 420 |
| 35 S 18 h.p. | 252 |
| 39 S 18 h.p. | 595 |
| 36 S 20 h.p. | 250 |

### LANCIA

| | |
|---|---|
| 35 S Augusta | 265 |
| 36 S Augusta | 320 |
| 37 S Aprilia | 388 |
| 38 S Aprilia | 450 |
| 39 S Aprilia | 525 |
| 47 S Aprilia | 1225 |
| 39 S Astura | 1050 |

### LEA-FRANCIS

| | |
|---|---|
| 46 S 14 h.p. | 540 |
| 47 S 14 h.p. | 635 |
| 48 S 14 h.p. | 710 |
| 48 T 14 h.p. | 750 |
| 49 S 14 h.p. | 966 |
| 50 S 14 h.p. | 1070 |
| 51 S 14 h.p. | 1185 |
| 49 S 2½-litre | 1165 |
| 50 T 2½-litre | 1250 |
| 50 S 2½-litre | 1288 |

### LINCOLN

| | |
|---|---|
| 39 S Zephyr | 275 |
| 49 S 40 | 1250 |

### LLOYD

| | |
|---|---|
| 48 T 650 | 265 |
| 49 T 650 | 310 |
| 50 T 650 | 365 |

### MERCEDES-BENZ

| | |
|---|---|
| 38 T 14 h.p. | 525 |
| 39 T 14 h.p. | 675 |
| 36 C 16 h.p. | 425 |
| 38 S 20 h.p. | 495 |
| 38 L 20 h.p. | 600 |
| 39 C 20 h.p. | 820 |
| 37 C 540K | 960 |
| 39 C 540K | 1180 |
| 39 S 540K | 1360 |

### MORGAN

| | |
|---|---|
| 37 T 4/4 | 175 |
| 38 T 4/4 | 240 |
| 39 T 4/4 | 298 |
| 39 C 4/4 | 315 |
| 47 T 4/4 | 365 |
| 47 C 4/4 | 385 |
| 48 C 4/4 | 440 |
| 49 T 4/4 | 530 |
| 50 T 4/4 | 600 |
| 50 C 4/4 | 569 |

### M.G.

| | |
|---|---|
| 35 T Midget P | 237 |
| 36 T Midget P | 285 |
| 36 C Midget PB | 299 |
| 36 T Midget PB | 285 |
| 37 T Midget T | 330 |
| 38 T Midget TA | 345 |
| 39 T Midget TA | 390 |
| 39 C Midget TA | 395 |
| 39 T Midget TB | 365 |
| 39 C Midget TB | 410 |
| 40 T Midget TB | 460 |
| 46 T Midget TC | 460 |
| 47 T Midget TC | 485 |
| 48 T Midget TC | 550 |
| 49 T Midget TC | 585 |
| 50 T Midget TC | 690 |
| 50 T Midget TD | 825 |
| 51 T Midget TD | 850 |
| 35 S Magnette | 245 |
| 35 T Magnette | 235 |
| 35 T Mag'te ND | 225 |
| 35 F Mag'te N | 255 |
| 35 T Mag'te N | 245 |
| 35 S Mag'te KN | 235 |
| 36 S Mag'te KN | 295 |
| 47 S 1½-litre | 660 |
| 48 S 1½-litre | 695 |
| 49 S 1½-litre | 760 |
| 50 S 1½-litre | 845 |
| 51 S 1½-litre | 935 |
| 37 F 1½-litre | 315 |
| 37 C 1½-litre | 330 |
| 38 S 1½-litre | 345 |
| 38 F 1½-litre | 360 |
| 38 C 1½-litre | 365 |
| 39 S 1½-litre | 425 |
| 39 F 1½-litre | 420 |
| 39 C 1½-litre | 395 |
| 40 S 1½-litre | 515 |
| 40 F 1½-litre | 520 |
| 36 C 2-litre | 245 |
| 37 S 2-litre | 310 |
| 37 C 2-litre | 290 |
| 38 C 2-litre | 285 |
| 38 S 2-litre | 325 |
| 39 S 2-litre | 420 |
| 39 C 2-litre | 415 |
| 40 C 2-litre | 465 |
| 39 S 2.6-litre | 365 |
| 39 C 2.6-litre | 460 |
| 40 S 2.6-litre | 512 |
| 40 C 2.6-litre | 500 |

### MORRIS

| | |
|---|---|
| 35 F 8 h.p. | 110 |
| 35 S 8 h.p. | 125 |
| 36 S 8 h.p. | 175 |
| 36 F 8 h.p. | 140 |
| 36 T 8 h.p. | 150 |
| 37 F 8 h.p. | 180 |
| 37 S 8 h.p. | 185 |
| 37 T 8 h.p. | 175 |
| 38 T 8 h.p. | 245 |
| 38 F 8 h.p. | 237 |
| 38 S 8 h.p. | 235 |
| 39 S 8 h.p. | 305 |
| 39 F 8 h.p. | 270 |
| 39 T 8 h.p. | 320 |
| 40 F 8 h.p. | 365 |
| 40 S 8 h.p. | 370 |
| 46 S 8 h.p. | 385 |
| 47 S 8 h.p. | 450 |
| 48 S 8 h.p. | 495 |
| 49 S Minor | 585 |
| 49 F Minor | 560 |
| 50 F Minor | 580 |
| 50 S Minor | 650 |
| 35 S 10 h.p. | 180 |
| 36 S 10 h.p. | 200 |
| 37 S 10 h.p. | 250 |
| 38 S 10 h.p. | 298 |
| 39 S 10 h.p. | 370 |
| 45 S 10 h.p. | 412 |
| 46 S 10 h.p. | 425 |
| 47 S 10 h.p. | 475 |
| 48 S 10 h.p. | 520 |
| 35 S 12 h.p. | 110 |
| 35 T 12 h.p. | 115 |
| 36 S 12 h.p. | 160 |
| 36 T 12 h.p. | 150 |
| 37 S 12 h.p. | 202 |
| 38 S 12 h.p. | 278 |
| 38 C 12 h.p. | 260 |
| 39 S 12 h.p. | 265 |
| 40 S 12 h.p. | 378 |
| 36 S 14 h.p. | 200 |
| 37 S 14 h.p. | 210 |
| 38 S 14 h.p. | 262 |
| 39 S 14 h.p. | 269 |
| 48 S Oxford | 650 |
| 49 S Oxford | 700 |
| 50 S Oxford | 750 |
| 52 S Oxford | 775 |
| 35 S 18 h.p. | 125 |
| 36 S 18 h.p. | 150 |
| 37 S 18 h.p. | 185 |
| 49 S Six | 625 |
| 50 S Six | 760 |
| 37 S 25 h.p. | 215 |
| 38 S 25 h.p. | 265 |
| 39 S 25 h.p. | 292 |

### NASH

| | |
|---|---|
| 46 S 23 h.p. | 1150 |
| 39 C Amb'sador | 375 |

### OLDSMOBILE

| | |
|---|---|
| 36 S 6-cyl | 325 |
| 47 S 8-cyl | 1250 |

### OPEL

| | |
|---|---|
| 37 C 12 h.p. | 110 |
| 37 S 12 h.p. | 125 |
| 38 S 12 h.p. | 170 |
| 40 S 12 h.p. | 265 |
| 37 S 17 h.p. | 210 |
| 37 C 24 h.p. | 195 |

### PACKARD

| | |
|---|---|
| 35 C 27 h.p. | 255 |
| 36 S 27 h.p. | 310 |
| 36 C 27 h.p. | 290 |
| 37 S 27 h.p. | 250 |
| 38 C 30 h.p. | 325 |
| 38 S 30 h.p. | 340 |
| 39 S 30 h.p. | 380 |
| 36 S 33 h.p. | 365 |
| 37 S 33 h.p. | 425 |
| 38 C 33 h.p. | 480 |
| 38 S 33 h.p. | 525 |
| 37 S 34 h.p. | 640 |
| 47 S Clipper | 1195 |
| 48 S Clipper | 1260 |

### PEUGEOT

| | |
|---|---|
| 40 S 202 | 400 |
| 40 S 17 h.p. | 425 |
| 40 S 402B | 440 |

### PONTIAC

| | |
|---|---|
| 37 C 29 h.p. | 280 |
| 40 S 29 h.p. | 575 |

### RAILTON

| | |
|---|---|
| 39 C 10 h.p. | 285 |
| 39 S 22 h.p. | 425 |
| 36 T 29 h.p. | 195 |
| 36 S 29 h.p. | 210 |
| 36 C 29 h.p. | 230 |
| 37 S 29 h.p. | 260 |
| 38 S 29 h.p. | 310 |
| 38 F 29 h.p. | 330 |

### RENAULT

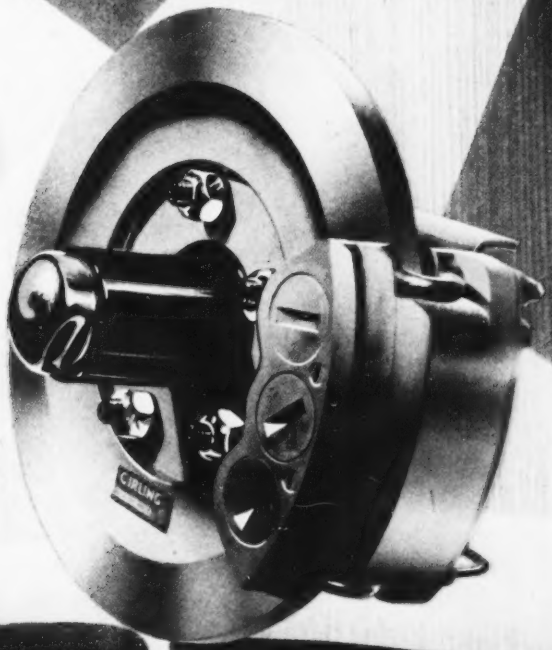
| | |
|---|---|
| 49 S 760 c.c. | 495 |
| 50 S 760 c.c. | 560 |
| 51 S 760 c.c. | 610 |
| 38 S 9 h.p. | 250 |
| 39 S 9 h.p. | 280 |
| 48 S 9 h.p. | 415 |
| 49 S 9 h.p. | 475 |
| 35 S 12 h.p. | 110 |
| 36 S 12 h.p. | 150 |
| 37 S 12 h.p. | 199 |
| 38 C 12 h.p. | 260 |
| 38 S 12 h.p. | 275 |
| 39 S 12 h.p. | 310 |
| 39 C 12 h.p. | 295 |
| 40 S 12 h.p. | 365 |
| 35 S 14 h.p. | 110 |
| 39 S 17 h.p. | 315 |
| 36 C 18 h.p. | 200 |
| 37 S 18 h.p. | 240 |
| 38 C 18 h.p. | 265 |
| 39 S 18 h.p. | 295 |
| 36 S 26 h.p. | 330 |
| 39 S 26 h.p. | 295 |

### RILEY

| | |
|---|---|
| 35 S 9 h.p. | 155 |
| 35 F 9 h.p. | 150 |
| 36 S 9 h.p. | 210 |

*Way Out Ahead —*

ANOTHER GIRLING FIRST

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*Introduces the*

# GIRLING

THE BEST BRAKES IN THE WORLD

STAND No 288

HYDRASTATIC

# DISC BRAKE

INCORPORATING PATENTS LICENSED FROM THE DUNLOP RUBBER COMPANY

GIRLING LIMITED · KINGS ROAD · TYSELEY BIRMINGHAM 11

# THE SAFE NUMBER FOR PROFIT

Because Bluecol contains TP 291 (Smiths special Triethanolamine Phosphate inhibitor) it protects radiators and water jackets against rusting and similar chemical action. Because it gives this extra protection as well as perfect safety against even 35° of frost, Bluecol gives *double* safety to the motorists who use it. That is the true and powerful sales story contained in the heavy advertising campaign that will be helping you to sell Bluecol through all the coming months when motorists are buying anti-freeze. Bluecol has long been the safest profit maker in the anti-freeze business — and this new 'TP 291' advertising campaign will make your Bluecol profits doubly safe this winter. Order your stocks of Bluecol *now*.

# BLUECOL

THE **DOUBLY SAFE** ANTI-FREEZE

*one of* **SMITHS** *accessories for better motoring*

SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

# "The G. & M.A." Used-Car Market Report—*(continued)*

| | |
|---|---|
| 37 S 9 h.p. | 270 |
| 38 S 9 h.p. | 340 |
| 35 S 12 h.p. | 190 |
| 36 S 12 h.p. | 275 |
| 37 F 12 h.p. | 355 |
| 37 S 12 h.p. | 370 |
| 38 S 12 h.p. | 340 |
| 38 T 12 h.p. | 410 |
| 39 F 12 h.p. | 500 |
| 39 S 12 h.p. | 525 |
| 40 S 12 h.p. | 570 |
| 46 S 1½-litre | 645 |
| 47 S 1½-litre | 775 |
| 48 S 1½-litre | 850 |
| 48 T 1½-litre | 845 |
| 49 S 1½-litre | 925 |
| 50 S 1½-litre | 1040 |
| 51 S 1½-litre | 1100 |
| 37 S 14 h.p. | 295 |
| 35 S 15 h.p. | 220 |
| 37 S 15 h.p. | 350 |
| 38 S 16 h.p. | 395 |
| 40 S 16 h.p. | 500 |
| 46 S 2½-litre | 780 |
| 47 S 2½-litre | 827 |
| 48 S 2½-litre | 825 |
| 49 S 2½-litre | 940 |
| 49 T 2½-litre | 895 |
| 50 S 2½-litre | 1000 |
| 50 T 2½-litre | 950 |
| 51 S 2½-litre | 1195 |
| 52 S 2½-litre | 1500 |

**ROLLS-ROYCE**

| | |
|---|---|
| 32 S 20/25 | 500 |
| 32 L 20/25 | 450 |
| 33 S 20/25 | 650 |
| 34 L 20/25 | 845 |
| 34 S 20/25 | 780 |
| 35 S 20/25 | 900 |
| 35 L 25/30 | 750 |
| 36 S 25/30 | 1260 |
| 36 L 25/30 | 1075 |
| 37 S 25/30 | 1375 |
| 37 L 25/30 | 1420 |
| 38 S 25/30 | 1610 |
| 38 L 25/30 | 1560 |
| 39 S Wraith | 2215 |
| 39 L Wraith | 2500 |
| 48 S S. Wraith | 4200 |
| 49 C S. Wraith | 5000 |
| 49 S S. Wraith | 5255 |
| 49 L S. Wraith | 5500 |
| 50 S S. Wraith | 5800 |
| 50 L S. Wraith | 6250 |
| 34 S Ph. II | 650 |
| 34 C Ph. II | 665 |
| 35 L Ph. II | 895 |
| 36 L Ph. III | 1160 |
| 37 S Ph. III | 1250 |
| 37 L Ph. III | 1375 |
| 38 S Ph. III | 1490 |
| 38 L Ph. III | 1695 |

**ROVER**

| | |
|---|---|
| 35 S 10 h.p. | 140 |
| 36 S 10 h.p. | 175 |
| 37 S 10 h.p. | 247 |
| 38 S 10 h.p. | 320 |
| 39 S 10 h.p. | 420 |
| 40 S 10 h.p. | 475 |
| 46 S 10 h.p. | 695 |
| 47 S 10 h.p. | 760 |
| 48 S 10 h.p. | 855 |
| 36 S 12 h.p. | 220 |
| 37 S 12 h.p. | 280 |
| 38 S 12 h.p. | 375 |
| 39 S 12 h.p. | 450 |
| 40 S 12 h.p. | 525 |
| 46 S 12 h.p. | 675 |
| 47 S 12 h.p. | 750 |
| 47 F 12 h.p. | 725 |
| 48 S 12 h.p. | 860 |
| 48 S 60 | 945 |
| 49 S 60 | 1200 |
| 36 S 14 h.p. | 225 |
| 37 S 14 h.p. | 320 |
| 38 S 14 h.p. | 385 |
| 39 S 14 h.p. | 458 |
| 40 S 14 h.p. | 560 |
| 46 S 14 h.p. | 725 |
| 47 S 14 h.p. | 810 |
| 37 S 16 h.p. | 295 |
| 38 S 16 h.p. | 388 |
| 39 S 16 h.p. | 455 |
| 40 S 16 h.p. | 540 |
| 46 S 16 h.p. | 748 |
| 47 S 16 h.p. | 795 |
| 48 S 16 h.p. | 880 |
| 48 S 75 | 930 |
| 49 S 75 | 975 |
| 50 S 75 | 1275 |
| 37 S 20 h.p. | 395 |
| 38 S 20 h.p. | 488 |
| 39 S 20 h.p. | 560 |

**LAND-ROVER**

| | |
|---|---|
| 49 F | 420 |
| 50 F | 490 |

**S.S.**

| | |
|---|---|
| 36 S 12 | 159 |
| 36 S 2½-litre | 159 |
| 35 T 90 | 265 |

**SINGER**

| | |
|---|---|
| 36 S 9 h.p. | 105 |
| 36 T 9 h.p. | 120 |
| 37 S 9 h.p. | 177 |
| 38 S 9 h.p. | 225 |
| 39 S 9 h.p. | 280 |
| 39 F 9 h.p. | 275 |
| 46 F 9 h.p. | 388 |
| 47 F 9 h.p. | 425 |
| 48 F 9 h.p. | 500 |
| 38 S 10 h.p. | 269 |
| 39 S 10 h.p. | 300 |
| 46 S 10 h.p | 398 |
| 47 S 10 h.p. | 425 |
| 48 S 10 h.p. | 485 |
| 49 S 10 h.p. | 540 |
| 37 S 12 h.p. | 176 |
| 38 S 12 h.p. | 269 |
| 39 F 12 h.p. | 325 |
| 48 S 12 h.p. | 495 |
| 49 S 12 h.p. | 520 |
| 36 T 1½-litre | 310 |
| 49 S SM 1500 | 600 |
| 50 S SM 1500 | 740 |
| 51 S SM 1500 | 825 |

**STANDARD**

| | |
|---|---|
| 38 S 8 h.p. | 198 |
| 39 S 8 h.p. | 280 |
| 40 S 8 h.p. | 295 |
| 45 S 8 h.p. | 330 |
| 46 S 8 h.p. | 355 |
| 46 C 8 h.p. | 365 |
| 47 S 8 h.p. | 399 |
| 47 C 8 h.p. | 395 |
| 48 S 8 h.p. | 410 |
| 48 C 8 h.p. | 395 |
| 49 S 8 h.p. | 488 |
| 36 S 9 h.p. | 160 |
| 37 S 9 h.p. | 210 |
| 38 S 9 h.p. | 265 |
| 39 S 9 h.p. | 290 |
| 40 S 9 h.p. | 355 |
| 36 S 10 h.p. | 185 |
| 37 S 10 h.p. | 235 |
| 38 S 10 h.p. | 260 |
| 39 S 10 h.p. | 295 |
| 41 S 10 h.p. | 370 |
| 36 S 12 h.p. | 175 |
| 37 S 12 h.p. | 220 |
| 38 S 12 h.p. | 260 |
| 39 S 12 h.p. | 295 |
| 39 C 12 h.p. | 300 |
| 46 S 12 h.p. | 430 |
| 47 S 12 h.p. | 485 |
| 48 S 12 h.p. | 510 |
| 48 C 12 h.p. | 535 |
| 37 S 14 h.p. | 260 |
| 38 S 14 h.p. | 300 |
| 39 S 14 h.p. | 325 |
| 46 S 14 h.p. | 450 |
| 47 S 14 h.p. | 470 |
| 48 S 14 h.p. | 495 |
| 49 S 14 h.p. | 610 |
| 36 S 16 h.p. | 320 |
| 48 S Vanguard | 625 |
| 49 S Vanguard | 600 |
| 50 S Vanguard | 695 |
| 37 S 20 h.p. | 225 |
| 38 S 20 h.p. | 325 |
| 40 S 20 h.p. | 398 |

**STUDEBAKER**

| | |
|---|---|
| 39 S 22 h.p. | 395 |
| 40 S 22 h.p. | 455 |
| 41 S 22 h.p. | 520 |
| 47 S 22 h.p. | 985 |
| 48 S 22 h.p. | 1300 |
| 49 S 22 h.p. | 1575 |
| 36 S 26 h.p. | 180 |
| 38 S 26 h.p. | 288 |
| 39 S 26 h.p. | 360 |
| 41 S 26 h.p. | 525 |
| 37 S 30 h.p. | 120 |
| 39 S C'mander | 720 |
| 47 S C'mander | 1300 |
| 48 S C'mander | 1525 |
| 50 S C'mander | 1988 |

**SUNBEAM-TALBOT**

| | |
|---|---|
| 38 S 10 h.p. | 330 |
| 39 S 10 h.p. | 375 |
| 39 C 10 h.p. | 355 |
| 46 S 10 h.p. | 560 |
| 47 S 10 h.p. | 575 |
| 48 S 10 h.p. | 700 |
| 48 F 10 h.p. | 698 |
| 49 S 80 | 725 |
| 49 C 80 | 745 |
| 50 S 80 | 825 |
| 50 C 80 | 800 |
| 40 S 2-litre | 465 |
| 40 C 2-litre | 450 |
| 46 S 2-litre | 680 |
| 47 S 2-litre | 735 |
| 47 C 2-litre | 710 |
| 48 S 2-litre | 775 |
| 48 S 90 | 790 |
| 49 S 90 | 847 |
| 49 C 90 | 830 |
| 50 S 90 | 870 |
| 50 C 90 | 915 |
| 51 S 90 | 1025 |
| 52 S 90 | 1200 |
| 39 S 3-litre | 460 |
| 39 S 4-litre | 520 |
| 40 S 4-litre | 585 |

**TALBOT**

| | |
|---|---|
| 36 S 10 h.p. | 170 |
| 37 S 10 h.p. | 280 |
| 38 S 10 h.p. | 285 |
| 38 C 10 h.p. | 310 |
| 36 C 14 h.p. | 175 |
| 36 S 75 | 235 |
| 36 S 21 h.p. | 285 |
| 37 S 21 h.p. | 360 |
| 36 S 105 | 260 |
| 37 S 105 | 295 |
| 36 T 110 | 360 |
| 38 S 3-litre | 295 |
| 37 S 3½-litre | 380 |
| 38 S 3½-litre | 425 |

**TRIUMPH**

| | |
|---|---|
| 36 S 10.8 h.p. | 220 |
| 39 S 11 h.p. | 375 |
| 50 S M'flower | 695 |
| 51 S M'flower | 750 |
| 35 S 12 h.p. | 225 |
| 37 S 12 h.p. | 245 |
| 38 S 12 h.p. | 310 |
| 39 C 12 h.p. | 388 |
| 38 S 1½-litre | 295 |
| 39 S 1½-litre | 360 |
| 37 S 14/60 | 265 |
| 38 S 14/60 | 285 |
| 37 F 14 h.p. | 340 |
| 38 T 14 h.p. | 385 |
| 39 S 14 h.p. | 345 |
| 39 C 14 h.p. | 425 |
| 40 S 14 h.p. | 468 |
| 46 S 1800 | 620 |
| 46 T 1800 | 595 |
| 47 S 1800 | 695 |
| 47 T Roadster | 565 |
| 48 S 1800 | 665 |
| 48 T Roadster | 640 |
| 49 T Roadster | 765 |
| 49 S 1800 | 675 |
| 36 S 16 h.p. | 230 |
| 36 C 16 h.p. | 210 |
| 37 S 16 h.p. | 275 |
| 38 S 16 h.p. | 340 |
| 39 S 16 h.p. | 398 |
| 49 S Renown | 720 |
| 49 T 2000 | 650 |
| 50 S Renown | 845 |
| 51 S Renown | 960 |
| 52 S Renown | 1095 |

**VAUXHALL**

| | |
|---|---|
| 38 S 10 h.p. | 275 |
| 38 C 10 h.p. | 260 |
| 39 S 10 h.p. | 315 |
| 39 C 10 h.p. | 340 |
| 40 S 10 h.p. | 375 |
| 46 S 10 h.p. | 475 |
| 47 S 10 h.p. | 485 |
| 48 S 10 h.p. | 640 |
| 49 S 10 h.p. | 735 |
| 36 S 12 h.p. | 225 |
| 36 F 12 h.p. | 220 |
| 37 S 12 h.p. | 225 |
| 38 S 12 h.p. | 310 |
| 39 S 12 h.p. | 325 |
| 40 S 12 h.p. | 420 |
| 46 S 12 h.p. | 450 |
| 47 S 12 h.p. | 475 |
| 48 S 12 h.p. | 595 |
| 48 S Wyvern | 660 |
| 49 S Wyvern | 700 |
| 50 S Wyvern | 730 |
| 36 S 14 h.p. | 140 |
| 36 C 14 h.p. | 198 |
| 37 S 14 h.p. | 245 |
| 37 C 14 h.p. | 230 |
| 38 S 14 h.p. | 265 |
| 39 S 14 h.p. | 390 |
| 46 S 14 h.p. | 480 |
| 47 S 14 h.p. | 550 |
| 48 S 14 h.p. | 575 |
| 48 S Velox | 675 |
| 49 S Velox | 700 |
| 50 S Velox | 725 |
| 35 S 20 h.p. | 125 |
| 36 S 25 h.p. | 194 |
| 37 S 25 h.p. | 260 |
| 38 S 25 h.p. | 310 |
| 39 S 25 h.p. | 375 |

**VOLKSWAGEN**

| | |
|---|---|
| 47 S 11 h.p. | 345 |
| 48 S 11 h.p. | 375 |
| 49 S 11 h.p. | 420 |

**WILLYS**

| | |
|---|---|
| 36 S 16 h.p. | 269 |

**WOLSELEY**

| | |
|---|---|
| 46 S 8 h.p. | 430 |
| 47 S 8 h.p. | 495 |
| 48 S 8 h.p. | 545 |
| 36 S 10 h.p. | 175 |
| 37 S 10 h.p. | 250 |
| 39 S 10 h.p. | 285 |
| 46 S 10 h.p. | 540 |
| 47 S 10 h.p. | 610 |
| 48 S 10 h.p. | 675 |
| 36 S 12 h.p. | 170 |
| 37 S 12 h.p. | 260 |
| 38 S 12 h.p. | 350 |
| 39 S 12 h.p. | 400 |
| 40 S 12 h.p. | 388 |
| 41 S 12 h.p. | 450 |
| 46 S 12 h.p. | 525 |
| 47 S 12 h.p. | 585 |
| 36 S 14 h.p. | 185 |
| 37 S 14 h.p. | 235 |
| 38 S 14 h.p. | 250 |
| 39 S 14 h.p. | 390 |
| 46 S 14 h.p. | 565 |
| 47 S 14 h.p. | 555 |
| 48 S 14 h.p. | 745 |
| 48 S 4/50 | 788 |
| 49 S 4/50 | 825 |
| 50 S 4/50 | 850 |
| 37 S 16 h.p. | 340 |
| 38 S 16 h.p. | 425 |
| 40 S 16 h.p. | 580 |
| 37 S 18 h.p. | 235 |
| 38 S 18 h.p. | 275 |
| 39 S 18 h.p. | 350 |
| 40 S 18 h.p. | 390 |
| 46 S 18 h.p. | 475 |
| 47 S 18 h.p. | 525 |
| 48 S 18 h.p. | 640 |
| 49 S 6/80 | 795 |
| 50 S 6/80 | 800 |
| 51 S 6/80 | 910 |
| 36 S 21 h.p. | 265 |
| 38 S 21 h.p. | 380 |
| 38 L 21 h.p. | 565 |
| 39 S 21 h.p. | 450 |
| 40 S 21 h.p. | 510 |
| 36 S 25 h.p. | 245 |
| 37 S 25 h.p. | 295 |
| 38 S 25 h.p. | 325 |
| 38 L 25 h.p. | 495 |
| 39 S 25 h.p. | 430 |

Part 2 of "The Garage and Motor Agent"

# EARLS COURT

## *October 22nd—November 1st*

**THIS is a business-man's guide designed to give a rapid and concise preview of the exhibits in the Transport Service Equipment Section, the Accessory and Component Section and others apart from Cars, Coachwork, Caravans and Boats. These pages should be preserved as a valuable record for future reference.**

# Garage Equipment

**479. ABINGDON KING DICK, LTD.**, Abingdon Works, King's Road, Tyseley, Birmingham, 11. Acocks Green 2881; Abingdon, Tyseley, Birmingham.

King Dick hand tools, spanners, socket and other wrenches, and like specialised equipment.

**New.**—Car and van tool kits.

Sales Manager, **A. Mortimer.** Also in attendance, **A. Goad, K. O. Joy, W. Shaw.**

**455. AIR INDUSTRIAL DEVELOPMENTS, LTD.**, 28, South Molton Street, London, W.1. Aidspray Works, Shenstone, near Lichfield, Staffs. Shenstone 341; Aidspray, Lichfield.

Portable and stationary compressors, 5 to 100 c.f.m. capacities (petrol engine and electric motor drive), spray guns, pressure containers, and accessories.

**New.**—Aidspray Cub plant; Kigass equipment.

Sales Manager, **W. R. Wilson.** In attendance, **K. S. Halbard, D. Hobbs, P. D. Farquharson, C. C. Lees, J. R. Millson, D. Skinner, T. A. Trow.**

**450. ANCO (POTTERIES), LTD.**, Copeland Street, Stoke-on-Trent. Stoke-on-Trent 48661; Anco, Stoke-on-Trent.

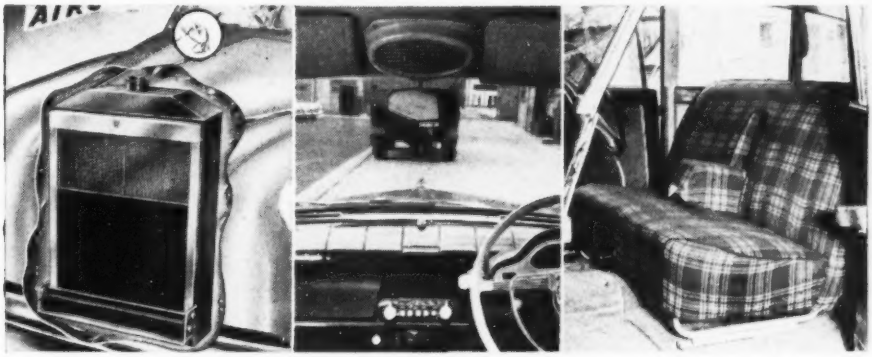
General factor's display of tools, plant and equipment by leading manufacturers.

Sales Manager, **G. A. Mather.** In attendance, **H. J. Burns**, Managing Director, **J. Daley, A. Hill, E. Park, H. W. Petch, M. C. B. Rowley.**

**(Left) Ediswan charger (Stand 430). (Centre) Davenset fast charger (Stand 523). (Right) Mann Egerton degreaser (Stand 459).**

## To-the-Point Trade Guide to the 1952

# MOTOR SHOW



(Left) Aircon radiator shutter (Stand 438). (Centre) Ekco CR181F car radio (Stand 421). (Right) Karobes seat covers (Stand 443).

**490. ARMATURE MANUFACTURING CO.**, Middleton Road, Chadderton, Oldham. Main 1767; Armatures, Oldham.

Octopus electrical equipment, including test benches, growlers, magnetisers, pole shoe screwdrivers, drop and cell testers, puller presses and extractors.

**515. AUTOMOTIVE PARTS AND ACCESSORIES**, Bowes House, Battle Road, Hailsham, Sussex. Hailsham 340; Motoparac, Hailsham.

Tools, materials and equipment for operating Bowes Seal-Fast tyre and tube repairing process.

**New.**—Convertible valves for cold application to lorry, tractor and other large inner tubes.

**448. AUTO TYRE SERVICES, LTD.**, Basingstoke, Hants. Basingstoke 404; Tyres, Basingstoke.

Blue Peter loose matrix multiple moulds, air-steam pressure bags, tyre display trolley for garages and showrooms.

**New.**—Internal and exterior display signs.

**453. BARRUS, E. P. (CONCESSIONAIRES), LTD.**, Brunel Road, Acton, London, W.3. Shepherd's Bush 3425; Engtools, Wesphone, London.

Engine reconditioning plant and tools, e.g., cylinder hones and grinders, boring bars and stands, con. rod aligners, crankshaft grinders, brake-cylinder hones, pneumatic tool kits, presses, compressors, battery chargers, hand tools, portable electric tools, and lubricators.

**474. B.E.N. PATENTS, LTD.**, Hughenden Avenue, High Wycombe, Bucks. High Wycombe 1630; Toolnwun, High Wycombe.

Automatic single- and 2-stage compressors, portable tyre inflators, tyre inflation and spray-painting unit, air meters, guns, containers and fittings and the like.

**New.**—Dual air unit.

## GUIDE INDEX


| | |
|---|---|
| Garage Equipment | 194-206 |
| General Accessories | 206-216 |
| Chassis Components | 216-228 |
| Coachbuilders' Supplies | 228-232 |
| Electrical Equipment | 232-234 |
| Tyres and Rubber Products | 234-236 |
| Oils and Greases | 236 |
| Finance & Insurance | 237 |
| Press | 237 |
| Associations | 237 |

## GARAGE EQUIPMENT

489. **BLACK AND DECKER, LTD.**, Harmondsworth, Middx. West Drayton 2681; Blacdeck, West Drayton.

Portable electric drills, sander-polishers, grinders, saws, bench grinders, engine reconditioning equipment, handy utility electric tools, and other kindred appliances.

**New.**—Standard 6in. bench grinder, single- and 3-phase types.

Sales Manager, **M. W. Boyce.** In attendance, Messrs. **Field, Greenfield, Jamieson, Norman, Smith, Paterson, Timms.**

510. **BRADBURY, JOSEPH, AND SONS, LTD.**, New Street Works, Braintree, Essex. Braintree 623; Bradbury, Braintree.

Bradbury hydraulic jacks, 1½-10 tons capacity, brake servicing equipment, wheel aligners and balancers, wheel changers, inspection lights, panel beating outfits, small tools, and the like.

**New.**—Hydro-electric 4-post 5-ton lift.

Sales Manager, **F. K. Elkington.** In attendance, **C. J. Tuffs, L. E. Wiffen.**

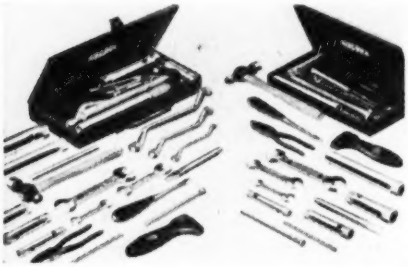
487. **BRISTOL PNEUMATIC TOOLS, LTD.**, Causeway Works, Fishponds, Bristol. Bristol 53264; Percussion, Bristol.

Bristol compressors, portable tyre inflators, automatic compressor plants; paint sprayers, and allied units in various models.

**New.** — Model 307/J5 5 cu. ft. Duplex 2-stage compressor set.

Sales Manager, **H. C. Harries.** In attendance, **W. B. K. Battey, W. Horton, L. C. Jenkins, C. E. Rendall, P. R. Slade, H. C. Wescombe.**

461. **BRITISH EXTRACTING TOOL CO., LTD.**, 226, Whitehorse Road, Croydon, Surrey. Thornton Heath 2181; Betco, Croydon.



**Abingdon King Dick tool kits (Stand 479).**

Betco hub pullers, ball-race extractors, sprocket, stud, and steering wheel pullers, king pin pressing and extracting tools, stand and bench presses, bush drivers, slide hammer kits.

**New.**—Range of hub pullers.

Sales Manager, **A. W. Woodward.** In attendance, **C. M. Fairweather**, Managing Director, **C. G. Young.**

516. **BROWN BROTHERS, LTD.**, Great Eastern Street, London, E.C.2. Bishopsgate 7654; Imbrowned, Ave, London.

Comprehensive factoring exhibit of garage plant, tools and equipment of leading proprietary manufacture, including Weaver wheel balancer.

Sales Manager, **G. Tiffen.**

### TIMES AND PRICES

**The Motor Show is open daily from 10 a.m. to 9 p.m., and prices of admission are as follows:—**

**Wednesday, October 22nd, 10s. up to 5 p.m., then 2s. 6d. Thursday and Friday, October 23rd and 24th, and Monday to Friday, October 27th to 31st, 5s. before 5 p.m. and 2s. 6d. after 5 p.m. Saturdays, October 25th and November 1st, 2s. 6d. all day.**

505. **BUCK AND HICKMAN, LTD.**, 2-8, Whitechapel Road, London, E.1. Bishopsgate 7676; Roebuck E.D.O., London.

Roebuck garage and repairshop tools, plant and other specialised equipment, by leading British and American makers.

**New.**—Bullows rotary-vane compressor and sprayer.

Sales Manager, **G. J. Beesley.** In attendance, **J. W. Ditzel, J. Donlan, F. H. Hawley, R. T. McKenzie, F. W. Miles**, and others.

525. **BUMA ENGINEERING CO., LTD.**, Robson Street, Newcastle-on-Tyne, 6. Newcastle 56169; Buma, Phone, Newcastle-on-Tyne.

Buma cylinder boring and polishing machines, in-line borers, con-rod aligners, bearing borers, oilway cutters, sleeve pullers, stud extractors, valve tools, and general engine reconditioning outfits.

Sales Manager, **W. Malia.** Also in attendance, **I. Lee, G. North.**

467. **BURTONWOOD ENGINEERING CO., LTD.**, Phipps Lane, Burtonwood, near Warrington. Newton-le-Willows 3311; Beemee, Warrington.

Beemee compressors, K.B. cylinder borers,

# PIONEERS

Edmunds, Walker & Co. Ltd

**The Pioneers of Specialised Service**

The Broadway, West Hendon, London, N.W.9.

Telephone: HENdon 6321 (5 lines) Telegrams: Edwalaco, Hyde, London

32 BRANCHES IN PRINCIPAL TOWNS OF THE UNITED KINGDOM

MOTOR SHOW—STAND 366, AVENUE L, 1st FLOOR

This attractive steel merchandiser is supplied free of cost with your initial order for 36 popular, fast-moving petrol, oil or filter lines.

The merchandiser is easily fixed in position, the cars are readily identified and it takes but a minute to load and unload the stock. Your customers will appreciate the ease with which their requirements can be satisfied.

We recommend our standard popular car assortment based on sales experience, or your own assortment supplied if required.

Ask your Factor for full details.

THE NEW

# Nobby FUEL PIPE MERCHANDISER

WMC.40

**WILLIAM CLARK (SPARE PARTS) LTD.**

**NOBBY WORKS · HEDLEY ROAD · ST. ALBANS · HERTS.**

# GARAGE EQUIPMENT

engine reconditioning plant, oil seals for British, U.S. and Continental vehicles.

**New.**—Bullows hydrovane compressor.

Sales Manager, **R. F. Hockin.** Also in attendance, **C. Callen, R. F. Drake, F. E. Price, A. T. Trotter.**

**463. CADISCH, R., AND SONS,** 5-6, Red Lion Square, London, W.C.1. Chancery 6868; Cadisches, Holb, London.

Electrical and mechanical plant and tools by leading producers, including replacement parts and fittings; accessories, tools.

**New.**—Crypton battery tester; Epco Flexiforce hydraulic tool; Britool tension wrench; Weaver car-washing gantry; Triangle portable spot welder.

General Manager, **R. C. Horner.**

**485. CHURCHILL, V. L., AND CO., LTD.,** 27-34, Walnut Tree Walk, Kennington, London, S.E.11. Reliance 3063; Garaquip, Souphone, London.

Garage and repairshop plant and equipment, such as compressors, lifts, hoists, jacks, lubricating and washing outfits, axle and engine stands, testing sets, wheel balancers, track gauge and wheel aligners.

**519. C. L. EQUIPMENTS, LTD.,** Merridale Lane, Wolverhampton. Wolverhampton 22464; Ace, Wolverhampton.

Workshop plant, such as cylinder borers, plano-grinders, valve reconditioning tools, mechanical and manual grease guns, replacement and spare parts service kits.

In attendance, **A. Clarke,** Managing Director, and **H. S. Clarke, C. C. Barnett, A. E. Bond, C. E. Wise, H. Woodall.**

**531. CRUICKSHANK, R., LTD.,** Camden Street, Birmingham, 1. Central 8553; Cruickshank, Birmingham.

Electro plating and polishing equipment.

**New.**—Bright copper-plating process, with periodic reversal.

Sales Manager, **G. Turner.** In attendance, **L. Eyres,** London office manager.

**501. CRYPTON EQUIPMENT, LTD.,** Bristol Road, Bridgwater, Som. Bridgwater 2614; Cryptoquip, Bridgwater.

Engine diagnosis equipment, including models B.100 and B.300 analysers; portable testing sets, battery charging outfits, and electrical servicing shop equipment.

**New.**—Model B.300 engine analyser; range of bench mounting metal rectifier chargers.

Sales Director, **F. Crossman.** Also in attendance, **S. G. Munday,** Managing Director, **L. G. Burrows,** Garage Equipment Sales Supervisor.

**454. DELAPENA AND SON, LTD.,** Zona Works, Russell Place, Cheltenham. Cheltenham 53866; Delapena, Cheltenham.

Cylinder boring, grinding and honing equipment, spanners, wrenches, gauges, and high-pressure lubricators.

Sales Manager **T. A. Humphries.**

**499. DESOUTTER BROS., LTD.,** The Hyde, Hendon, London, N.W.9. Colindale 6346; Despnuco, Hyde, London.

Desoutter 2-speed portable heavy-duty electric drills, drill and screw guns, screwdrivers, various pneumatic tools, standardised die sets, and the like.

**New.**—Desoutter multiple-torque units.

Sales Director, **R. Desoutter.**

**494. DUNLOP RUBBER CO., LTD.,** Erdington, Birmingham, 24.

Portable and stationary compressors, air meters, tyre spreaders, gauges, tyre repair and inflation outfits, airline fittings, hydraulic and screw jacks, wheel aligners, balancers, and general rubber supplies.

**533. ELMS GARAGE,** West Heath, Birmingham, 31; Priory 1373.

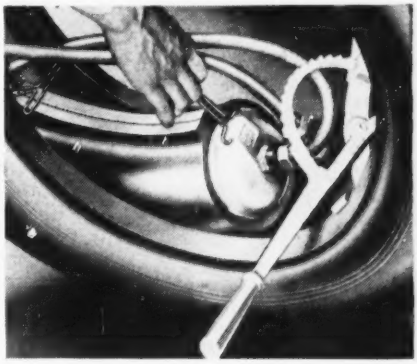
Lightning garage tools, comprising valve-lift and collet remover, collet inserter, piston-ring clamp, brake and clutch lining auto-riveter, and two-stage track gauge.

Sales Manager, **E. M. Arthur.** In attendance, **J. Archer, G. Burrel, P. Costello, G. Wheldon.**

**491. EPCO, LTD.,** Star Works, Skinner Lane, Leeds, 7. Leeds 32461; Epco, Leeds, 7.

Epco hydraulic trolley jacks, in 8 models, 2½-10 tons capacity; Kerb jacks, 1½ and 4 ton models; Flexi-Force body and chassis straightening equipment.

**New.**—Flexi-Force hydraulic tools; small



**Blue Peter air-steam pressure bag (Stand 448).**

# GARAGE EQUIPMENT

hydraulic jack; Minor 15 cwt. jack; pillar jack.

Sales Manager, **A. K. Hawthornthwaite.** In attendance, **J. P. Peel**, Managing Director; **T. E. Peel, H. Simmonds**, Directors; **E. George, D. Leslie, G. Regale.**

**513. G.S.L. PRODUCTS, LTD.**, The Roundabout, Western Avenue, Greenford, Middx; Waxlow 3057.

Standard Startall mobile electric engine starter equipment, which includes rapid battery charging facilities.

Sales Manager, **B. E. Johnson.**

**476. HARTRIDGE, LESLIE, LTD.**, 9, Victoria Street, Westminster, London, S.W.1; Abbey 7279.

Hartridge oil-engine fuel pump test benches, nozzle grinders, and like equipment.

**New.**—Universal fuel pump test bench; nozzle reconditioning apparatus.

Sales Manager, **W. G. Wigglesworth.** In attendance, **G. H. Blundell, G. B. Hall.**

**521. HARVEY FROST AND CO., LTD.**, 113, Dunmow Road, Bishop's Stortford, Herts. Bishop's Stortford 700; Harveyized, Bishop's Stortford.

Garage and repairshop plant, e.g., salvage and other cranes, screw and hydraulic jacks, presses, towing ambulances, vulcanisers, decarbonisers, and the like.

**New.**—H.F. Octopus hydraulic tyre changer; self-loading towing ambulance.

**473. HASLAM AND STRETTON (E. AND M.U.), LTD.**, 225-227, Stapleton Road, Bristol, 5. Bristol 57905; Thor, Bristol.

Factors' exhibit of proprietary plant, tools, and general equipment for garages and workshops.

Sales Manager, **R. F. Dawes.** Also in attendance, **J. B. Davies, S. J. Garratt, L. H. Johnston, R. L. Syvret, P. J. Wheeler.**

**492. HATCH, GEORGE, LTD.**, 3, Queenhithe, Upper Thames Street, London, E.C.4. Central 7751; George Hatch, Cannon, London.

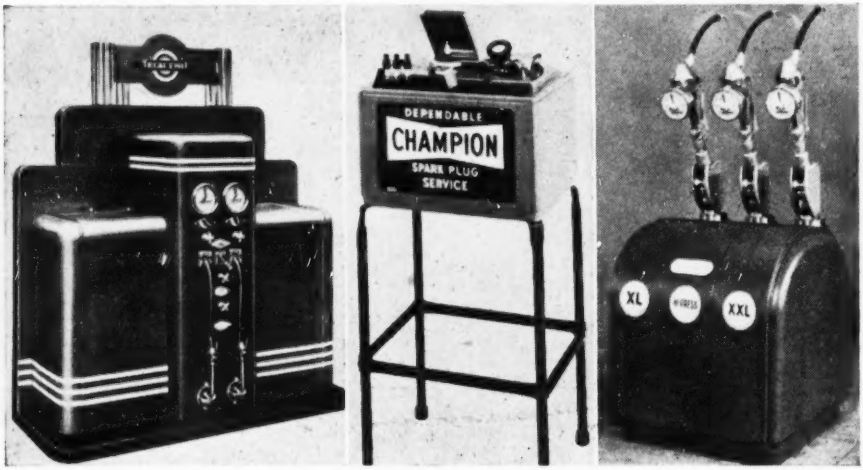
Factors' display of proprietary plant and tools, such as compressors, boring and welding sets, battery chargers, jacks, and lubrication equipment.

**507. HEADLAND, THOMAS P., LTD.**, 164-168, Westminster Bridge Road, London, S.E.1. Waterloo 5353; Teepaitch, Lamb, London.

Factoring exhibit of general hand tools, e.g., wrenches, air hammers, screwdrivers, electric drills, valve-tools, sprayers, jacks, hones, and the like.

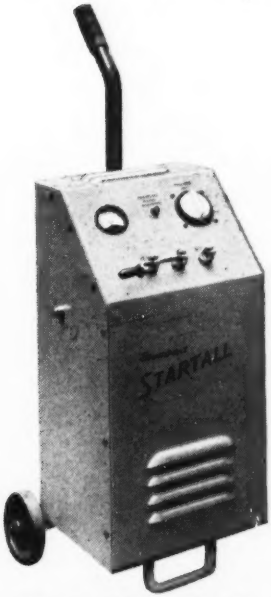
**New.**—Power-in-Hand portable or stationary spot welder.

Sales Manager, **F. M. Roberts.**




**(Left) Tecalemit Britannic battery (Stand 500). (Centre) Champion plug cleaner (Stand 355). (Right) Wakefield hose end meter (Stand 504).**

# 1 2 3 minutes... and AWAY-




PRICE £48 · 10 · 0

No more time wasted in trying to start fractious vehicles. The *Standard* **STARTALL** starts them immediately . . . gets them away in a few minutes.

Silent in operation . . . compact and highly mobile. The *Standard* **STARTALL** is easily manœuvred between closely packed vehicles. It saves time . . . trouble . . . temper ; and pays for itself in a very short time.

This valuable service is new to your district . . . so get in first . . . act quickly . . . ACT NOW!

**Standard STARTALL**

**See a demonstration on our**

**STAND No. 513**

INTERNATIONAL MOTOR EXHIBITION
Earls Court, Oct. 22nd—Nov. 1st.

## *Quick Life for Dead Batteries*

*Agencies available in certain territories.*

**G. S. L. PRODUCTS LIMITED**

THE ROUNDABOUT · WESTERN AVENUE
**GREENFORD** · MIDDLESEX *WAXlow 3057*

# GARAGE EQUIPMENT

**469. HEAYBERD, F. C., AND CO., LTD.,** Greenwich South Street, London, S.E.10. Tideway 4646; Heayberd, Green, London.

Heayberd battery chargers, low-output transformers and kindred electrical plant.

**458. H.E.C. COMPRESSORS AND ENGINES, LTD.,** Levis Works, Stechford, Birmingham, 9. Stechford 2238; Levishec, Birmingham.

Automatic stationary, portable and mobile single-stage air-cooled compressors, 2½-16 c.f.m. capacities (petrol engine and electric motor drive).

Sales Manager, **W. S. Banner.** Also in attendance, **E. Biddle.**

**511. HOBDAY BROS., LTD.,** 21-27, Great Eastern Street, London, E.C.2. Bishopsgate 4343; Yadboh, Ave, London.

Wholesale factoring display of garage tools, plant, accessories and equipment.

**New.**—Whirlaway rotary dispenser.

Sales Supervisor, **J. N. Robbie.**

**462. INGERSOLL-RAND CO., LTD.,** 165, Queen Victoria Street, London, E.C.4. Central 5681; Ingersoll, Cent., London.

Single- and two-stage compressors, also 3-cylinder 68 cub. ft. p.m. set.

General Sales Manager, **L. R. Hewitt.**

**481. JENKS BROS., LTD.,** Britool Works, Bushbury, Wolverhampton. Wolverhampton 31281; Jenbro, Wolverhampton.

Britool garage and workshop tools, such as sockets, wrenches and sets, sales cabinets and service sales panels.

**New.**—Headmaster 806 Mk.11 cylinder-head servicing fixture; adjustable tension wrench; Crowfoot socket ring wrenches; Merchandiser cabinet and sales panels.

**Epco pillar jack (Stand 491).**

Sales Director, **G. Roughton.** In attendance, **A. M. Lloyd,** Sales Manager; technical and area representatives.

**506. KERRY'S (GREAT BRITAIN), LTD.,** Warton Road, Stratford, London, E.15. Maryland 6611; Akerene, Easphone, London.

Comprehensive selection of proprietary plant and equipment for the garage and workshop, including Southwell car washer, Prince crankshaft re-grinder, Janito plano-grinder and Rapide Leopard spot welder; together with special and general tools and appliances.

**466. KINGSBOURNE PRODUCTS, LTD.,** 29, The Hydeway, Welwyn Garden City, Herts. Welwyn 3612.

Sanders, polishers, wrenches, valve-lappers right-angle drillers, saw-files, circular saw and metal shear portable drill attachments, rust and paint removers, tin sprayers, and the like.

Sales Manager, **F. W. Stubbs.** In attendance, **R. W. Brown, E. R. Hartley, C. T. Page.**

**522. LAMSON PARAGON SUPPLY CO., LTD.,** Paragon Works, London, E.16. Albert Dock 3232; Plaudit, Telex, London.

Paragon sales registers and business recording equipment

In attendance, **E. F. Lower.**

**486. LAYCOCK ENGINEERING, LTD.,** Victoria Works, Millhouses, Sheffield, 8. Sheffield 74411; Invention, Sheffield.

Coronation and heavy-duty lifts; Niagara-Merlin washing plant; compressors; cleansing tanks; hydraulic jacks; 60-ton hydraulic press; tyre inflation equipment, axle stands, Foamrinsa washing plant dispenser, and the like.

**New.**—Water-line coupling, soap dispenser, 7½ cub. ft. S.S. compressor.

Sales Manager, **R. M. Walker.** In attendance, **C. V. Abson, R. J. Foster, J. O. Durham, G. Haycock, J. H. Hall, J. Neill,** and others.

**472. LE COUTEUR, E., LTD.,** 58-59, Snow Hill, Birmingham, 4. Central 7176; Lecutaford, Birmingham.

Factors' display of proprietary garage plant and tools, together with spare parts, replacements, and general car accessories.

In attendance, **C.** and **E. Le Couteur,** and principal salesmen.

**475. LISTER EQUIPMENT, LTD.,** 3, Charlotte Street, Manchester, 1. Central 5520; Listequip, Manchester.

Flexy and Major car washers, Listergent shampoo and dispensers, painting and

COGENT

*The Wonderful New*

COVMO *XL De Luxe*

1 CHROMIUM PLATED TOP RING doubles Cylinder life...

2 GRAPHITE IMPREGNATED checks run-in wear...

3 FULLY FASHIONED SKIRT for quiet running...

*Have you had the Trade Brochure on the XL Piston from BRICOVMO Ltd. COVENTRY?*

# NATIONAL ADVERTISING OF WYRESOLES

*The steel claw tread with the cat-like grip*

IS HELPING STIMULATE SALES FOR YOU

National advertising in the Radio Times, similar to the advertisement illustrated on the right, and also in all the leading Motoring Press journals will stimulate an ever-increasing interest in "WYRESOLES" by motorists everywhere.

*Be ready to meet this demand now. Ask a "TYRESOLES" representative to call to tell you more about "WYRESOLES."*

★ **Remember—millions of readers have been asked to get in touch with you—the Trader.**

Feel Safer - Be Safer on **WYRESOLES** with the steel claw tread that grips

The latest TYRESOLES prod

Ask your garage for full details or write direct to:—
TYRESOLES LTD., Palace of
Wembley, Middx.

VISIT OUR STAND **MOTOR SHOW No. 495**

*There are 38 "TYRESOLES" works in Great Britain. Write or phone for the address of your nearest to:—*

**TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. Tel. WEMbley 1222 (10 lines)**

## GARAGE EQUIPMENT

lettering brushes; Flexhose hosepipe, battery chargers and testers, ignition coils and condensers.

**New.**—Listergent Foam Master; Minilift, 15 cwt. capacity; flexible and rigid contact files.

In attendance, Sales Manager **E. V. Miller**; Director **C. Lister**; **P. Wilde, R. Wilson, J. B. Bowers, S. Jackson, A. Behan.**

**459. MANN EGERTON AND CO., LTD.,** 5, Prince of Wales Road, Norwich. Norwich 20481; Motors, Norwich.

Garage appliances and special equipment, including paraffin pressure cleansing tanks; breakdown ambulances; l.f.s. ambulance attachment; 30-cwt. Telejib jack crane; alkaline degreasing tank, and light gantry hoist; tow-poles, distance bar, and petrol consumption test tank.

**New.**—M.E. illuminated transparent anti-splash screen, for cleansing tank operation; cleansing tank, type 2E; 15 cwt. Telejib jack crane, type F.J.15.

**520. MARSHAM TYRE CO., LTD.,** Jubilee House, 207-213, Oxford Street, London, W.1. Gerrard 8650; Tyrmarsham, London.

Factoring exhibit of proprietary plant and tools for garage and workshop equipment.

Sales Manager, **F. M. Roodhouse.** In attendance, **C. E. A. Causton, R. H. Fryer, F. J. Guyatt, R. P. Holland, J. S. Heather, A. R. Harris,** and others.

**532. McFADDEN AND BARRON, LTD.,** 5, Slater Street, Liverpool, 1. Royal 6801; McFarron, Liverpool.

Factors' exhibit of proprietary plant and tools for garage and workshop equipment.

**New.**—Prince crankshaft regrinder.

Sales Manager, Mr. **McFadden.** Also in attendance, Messrs. **Birchall, Boyle, McCullagh, Sedgley.**

**483. MELDRUM, THOS., LTD.,** Freedom Works, John Street, Sheffield, 2. Sheffield 25156; Melco, Sheffield.

Melco tyre levers, 4- and 6-way wrenches, wheel braces, wrench cabinets and cradles, screwdrivers, battery tools, spanners, axle stands, calipers, and the like.

**New.**—Melco spin wrench, incorporating full fusion welding.

Sales Manager, **B. Meldrum.** Also in attendance, **G. A. Beckett, T. Meldrum,** and others.

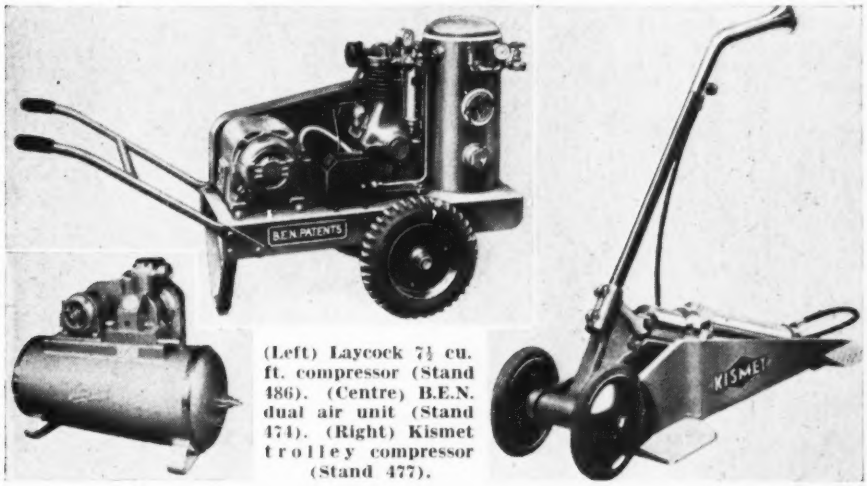
**508. MERLIN ENGINEERING CO., LTD.,** Hebble Mills, Salterhebble, Halifax. Halifax 60241; Merlin, Halifax.

Oil engine injector nozzle and needle reconditioning machine.

**451. MOORE, ERNEST, AND SON, LTD.,** Old Town Hall, Nantwich, Ches. Nantwich 5251; Ernmore, Nantwich.

Factors' exhibit of proprietary garage equipment and general car accessories.

Sales Manager, **F. G. Clarke.** Also in attendance, Messrs. **Attwell, Eccleston, Yoxall.**




**(Left) Laycock 7½ cu. ft. compressor (Stand 486). (Centre) B.E.N. dual air unit (Stand 474). (Right) Kismet trolley compressor (Stand 477).**

# GARAGE EQUIPMENT

484. **MORRIS, B. O., LTD.**, Morrisflex Works, Briton Road, Coventry. Coventry 5081; Morisflex, Coventry.

Morrisflex flexible shafts and machines, polishers, rotary files, cutters and rasps, wire and fibre brushes, and the like.

**New.** — High-speed linisher/backstand unit; 1 h.p. and 2 h.p. flex. shaft machines; dual h.s. flex. shaft unit; h.s. bench backstand.

Sales Director, **M. B. E. Masters.** In attendance, **A. Baron, J. A. Maddan, R. Williams.**

470. **MORRIS AND INGRAM (LONDON), LTD.**, 36-38, New Broad Street, London, E.C.2. London Wall 2188; Moringram, London.

Waterbury-Hall valve seat grinders, Sioux valve refacers; B.T.S. ring ridge remover; Vane engine tester; Linford trolley handi-jack, car accessories, and kindred exhibits.

**New.**—Linford hydraulic jack; Harmans circle cutter and other tools (export only).

449. **NATIONAL CASH REGISTER CO., LTD.**, 206-216, Marylebone Road, London, N.W.1. Paddington 7070; Nacareco, Norwest, London.

National cash registers, accounting and adding machines, of electric and manual types.

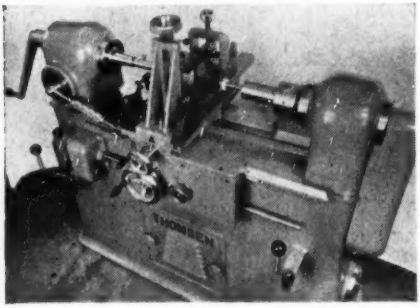
**New.**—Series of adding and subtracting machines.

Sales Manager, **W. G. Poil.**

496. **NEWTON BROS. (CUDWORTH), LTD.**, Pontefract Road Works, Cudworth, Yorks. Cudworth 44; Newton, Cudworth, Yorks.

Newton main bearing and con.-rod borers; Mark II power-drive unit; Masterpiece con-rod aligner; valve insert tools; self-calibrating and pre-setting micrometers, and stud extractors.

Sales Manager, **H. Newton.** In attendance, **A. Bostwick, A. Hopkins, G. W. Pollard,** Technical Manager.



**Paddon boring and grinding machine (Stand 518).**

518. **PADDON PRECISION TOOLS, LTD.**, 26, Glenburnie Road, London, S.W.17. Balham 4451; Trubore, Toot, London.

Paddon cylinder-boring machines, cylinder gauges; Thomsen hydraulic honer, con-rod borer and grinder, con-rod borer, piston turner and regroover, surface grinder.

**New.**—The foregoing Thomsen machines.

523. **PARTRIDGE, WILSON AND CO., LTD.**, Evington Valley Road, Leicester. Leicester 37291; Davenset, Leicester.

Battery-charging equipment, including testers, rectifiers, voltmeters, transformers, lamps, and so on.

**New.**—Range of battery-charging equipment; rapid and automatic chargers.

Sales Manager, **J. Annandale.** Also in attendance, **S. G. Dove, L. Milnthorpe, E. Sharpe, H. Wilson, D. H. Taylor.**

465. **PICKAVANT, J. W., AND CO., LTD.**, Apkoway Works, Bow Street, Birmingham, 1. Midland 4927; Quikko, Birmingham.

Apkoway tools and equipment, e.g., extractors, pullers, valve and clutch tools, balancers, camber gauges, tension wrenches, and other specialised tools.

**New.**—Kontaktor contact point grinder; abrasive disc trimming tool; Sonoscope fault finder.

In attendance, **J. G.** and **M. G. Mindelsohn,** Managing Directors; **P. C. Mindelsohn,** General Manager; **S. J. Ratcliffe,** technical representative.

471. **PNEUMATIC COMPONENTS, LTD.**, Eyre Street, Sheffield, 1. Sheffield 26561; Newcom, Sheffield, 1.

PCL garage equipment, such as air meters, towers, couplings, gauges, chucks, blowguns, wheel aligners and compressors, together with wheel-alignment gauge, adaptable to any wheel-track.

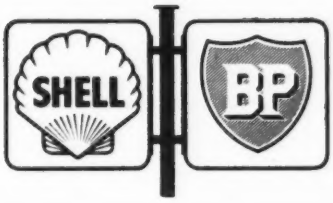
509. **RICHES, G. T., AND CO., LTD.**, 19-21, Store Street, Tottenham Court Road, London, W.C.1. Museum 0434; Plaxinesco, Westcent, London.

Retail factors' exhibit of garage tools, supplies and general equipment, including also car accessories and fittings.

**New.**—M.F. engine stand, Speedylectric steam-jet cleaner, Standard Startall engine starter.

Sales Manager, **D. Marples.** In attendance, **A. Coates, F. H. Smith,** and others.

# From February 1st




# this sign *REALLY* means business

*That's the day* when Shell and BP Service Stations will be able to offer motorists their choice of the best petrols. The vast resources of Shell and BP, strengthened by nation-wide advertising, will give dealers under this sign better business — *faster !*

# GARAGE EQUIPMENT

456. **ROEBUCK, A. W., LTD.**, Gaskin Street, Islington, London, N.1. Canonbury 5275.

General garage plant, e.g., Simple Simon liner press; liner extracting outfit; cyl. boring stands; little-end bush press; circlip tools, knurling tools, and ring compressors.

**New.**—Combined boring stand and liner press; small-end bush press; piston pin press and assembly jig; portable car ramps; valve-insert tool.

Sales Director, **A. W. Roebuck.** In attendance, **E. T. Turner, S. G. Rodwell, F. C. Allen.**

478. **ROMAC INDUSTRIES, LTD.**, The Hyde, Hendon, London, N.W.9. Colindale 6055; Strength, Hyde, London.

Stationary and portable compressors, in various models, 5 to 26 c.f.m.; Tyremaster fully automatic vulcaniser; automatic output booster; working model of Romac multi-cylinder compressor.

**New.**—Tyre and tube vulcaniser; models D.T.6 and D.4.X compressors; Power Pack booster

Sales Manager, **R. R. Watkins.**

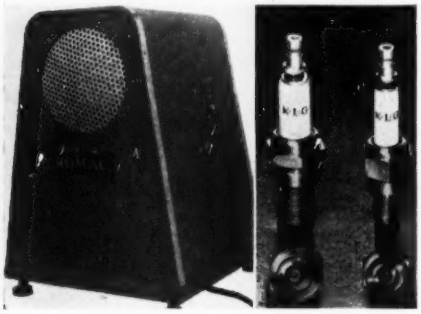
482. **RUBERY, OWEN AND CO., LTD.**, Booth Street Darlaston, S. Staffs. Darlaston 130; Ruberowen, Telex, Darlaston.

Garage and workshop storage equipment, such as steel shelves, pallets, bins, racks, cupboards, stackpans, tool and clothing lockers.

Sales Manager, **S. G. Sloan.** In attendance, **C. J. Arrondelle, S. Coughlin, W. I. Hill, P. A. Hutchinson.**

514. **RUGGLES, F. G., LTD.**, 7, Tudor Parade, London Road, Hounslow, Middx. Hounslow 5444; Ruggles, Hounslow.

Plant and tools by leading manufacturers, including compressors, sprayers, jacks, battery chargers, grinders, welding equipment, and the like.




(Left) Romac Power Pack compressor (Stand 478). (Right) K.L.G. ceramic racing plugs (Stand 257).

468. **RUNBAKEN ELECTRICAL PRODUCTS**, 71-73A, Oxford Road, Manchester, 1. Ardwick 2507; Runbaken, Manchester.

Electrical testing equipment, spares and accessories; battery charging plant (fast chargers and boosters); ignition equipment.

Sales Manager, **S. H. Flynne.** Also in attendance, **R. R. Sharlis.**

529. **RYLEY, J. A., LTD.**, 7-8, Cambridge Street, Birmingham, 1. Midland 3701; Plugs, Birmingham.

J.A.R. sling lifter, brake servicing tank, hose and cable winders, handlamps, floor scrapers, pullers and extractors, screws, piston ring clamps, and other proprietary accessories and equipment.

**New.**—Dumbo water-can adapter.

Sales Director, **J. Ryley.** In attendance, **F. W.** and **K. Cambridge, G. V. James, C. H. Jeffries, H. B. Woollons.**

502. **SKYHI, LTD.**, Worton Road, Isleworth, Middx. Hounslow 2211; Skyhijack, Phone, London.

Skyhi hydraulic bottle jacks in various models, axle stands, compressors, trolley garage jacks, and the like.

**New.**—Four-post hydro-electric lift, 3 tons capacity.

527. **STANWELL QUALITY TOOLS, LTD.**, 157A, Hubert Grove, London, S.W.9. Brixton 2437; Stanqualit, London.

Sprocket, ball-race, wheel, hub and other pulers, extracting tools, and manual grease booster.

Sales Manager, **F. Smits.**

493. **STENOR, LTD.**, 37, Kew Foot Road, Richmond, Surrey. Richmond 1166; Stenor, Richmond, Surrey.

Stenor vulcanisers and equipment, valve seating element, tube testing tank, tyre spreaders.

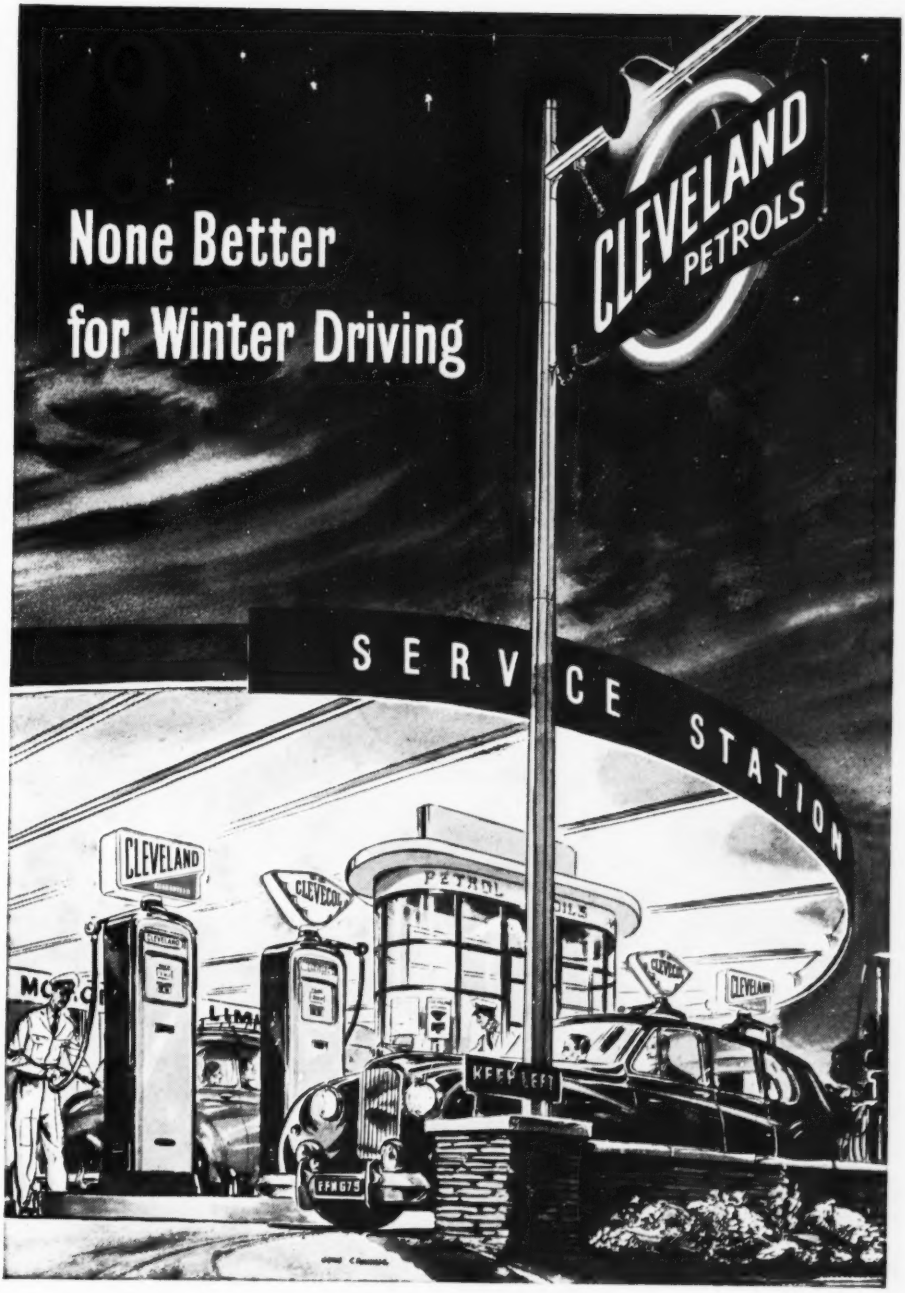
**New.**—Weldbelt vulcaniser.

Sales Manager, **D. M. Stoddart.** In attendance, **R. H. Deller, D. Dewey, C. H. Fletcher, C. A. Hallam, H. S. Harker.**

457. **STEVCO, LTD.**, 8-9, Rewley Road, Oxford. Oxford 3188; Stevco, Oxford.

Wholesale distributor's display of garage plant, tools and equipment, by leading manufacturers, including B.E.N. air-meter, J.A.R. hose-winder, Presto knurling tool, Trucut valve borer and seater, Triangle spot-gun welder, V.L.C. i.f.s. jack adaptor.

Sales Manager, **N. E. D. Stevens.** In attendance, **G. I. G. Stevens** and other representatives.


None Better
for Winter Driving
CLEVELAND
PETROLS
SERVICE STATION
CLEVELAND
PETROL
KEEP LEFT

We invite you to see

ROTOFLO

pressure flow

SHOCK ABSORBERS

for cars and light commercials

AT

STAND 442

AVENUE M

We look forward to meeting you

UNIVERSAL DAMPERS LTD · SHIRLEY · BIRMINGHAM

# This means business!

There is extra business for you in supplying and fitting TRICO Windscreen Washers fast becoming the most popular 'extra' on cars. And repeat sales for Washer Solvent! Our new Sales Unit No. XAW-5 contains:

**5** TRICO Washers, each including FREE 2 oz. bottle of Solvent.

**5** 6 oz. bottles of Solvent.

**Handsome, attractively coloured display piece.**

*Take advantage of this profitable, sales-promoting offer—* Order **KIT No. XAW-5**

# TRICO

## AUTOMATIC TOUCH-BUTTON SCREENWASHER

*See it at* EARLS COURT — Stand No. 392

REPLACE YOUR TRICO WIPER BLADES ONCE A YEAR

**TRICO-FOLBERTH LTD · GREAT WEST ROAD · BRENTFORD · MIDDX**

Telephone: Ealing 2672-7, 3671-2 Telegrams: Tricowipa, London

# RICHES AHEAD with 4 NEW LINES

AT THE MOTOR SHOW STAND No. **509** AVE. S, 1st FLOOR

## SPEEDYLECTRIC

## CLEANS FASTER — CLEANS BETTER

### WITH DRY STEAM AND DETERGENT

USE this amazing steam-jet cleaner on your toughest cleaning jobs, in Garages, Engineering Workshops and Factories. Use it for sterilizing washrooms, cleaning machinery, stripping paint, etc. Dirt, grease, oil and caked-on accumulations melt away before the high-velocity jet of DRY steam and detergent. There is NO flooding, NO danger: the job of cleaning a machine can be done in a crowded work-room or factory quietly and without interference to adjacent machines or the work going on around. The "Speedylectric" is so compact, it will run into the narrowest aisle. One man, using finger tip control, can operate it, saving the work of five. It removes the grime of years more cheaply, quickly and more thoroughly than any other method. Price £340 at works.

### HYDRASPEED Giant Tyre Remover

Removes giant tyres of all sizes, whatever the design of rim, without damage to bead or wall. Completely mobile, even to site of breakdown. No lifting of wheel and tyre. The Hydraulic Ram can be used for jacking purposes as well.

### The UNIGUN PUMP

The Unigun Dispenser is capable of lifting bitumastic materials from bulk container to roof height, and will deliver through spray nozzle. Of special interest to Bus, Coach and Fleet operators for application of protective roof materials.

### The STANDARD STARTALL

Starts engine of any car or medium - sized commercial vehicle even when battery is flat. Designed for all 6- or 12-volt battery systems and to operate direct from any A C mains 100-250 volts. Eliminates slave batteries.

# RICHES of LONDON

*"Since the Inception of Motoring"*

**G. T. RICHES & CO., LTD.**

19-21, STORE STREET, LONDON, W.C.1. Tel. MUSeum 0434

Telegrams: Plaxinesco, Westcent, London.

**AUTOMOTIVE ACCESSORIES - TOOLS AND EQUIPMENT**

# GARAGE EQUIPMENT

**524. STREAM-LINE FILTERS, LTD.,** Hele-Shaw Works, Ingate Place, London, S.W.8. Macaulay 1011; Edgefilt, Clapham Road, London.

Stream-Line oil reconditioning filtration apparatus.

Sales Manager, **A. Beale.** In attendance, **J. F. Annett, W. J. Esling, W. M. Williams.**

**530. SYKES, J. F. (ST. ANNES), LTD.,** Warwick Works, St. Leonards Road, St. Annes-on-Sea, Lancs. St. Annes 374; Tools, St. Annes.

Garage and workshop hand tools, e.g., Hercules pulling and general tools, Warwick panel-beating equipment, K.D. valve servicing tools, and Reamrite expanding reamers.

**New.**—No. 580B Master body-repair set.

Sales Manager, **P. F. Sykes.** Also in attendance, **F. Butterworth, R. S. Mowle, P. Clegg.**

**500. TECALEMIT, LTD.,** Great West Road, Brentford, Middx. Ealing 6661; Tecalemit, Wesphone, London. Plymouth 2844; Tecalemit, Plymouth.

Complete garage, workshop and maintenance depot lubrication equipment, including lubrication batteries and batteritowers, compressors, car lifts, including hydro-electric 4-post type, pit-jacks, car washers, oil dispensers, tyre inflators and gauges, and the like

General Sales Manager, **W. F. H. Geffers;** Deputy Sales Manager, **R. F. Brooker.**

**461. THOMAS, BERTRAM (ENGINEERS), LTD.,** Worsley Street, Hulme, Manchester, 15. Blackfriars 0905; Breaker, Manchester.

Tiltrack steel shelving, benches, lockers, cupboards, racks, tables, works trucks, electric workshop and garage heaters, and so on

**New.**—Engine rack.

Sales Manager, **A. S. Thomas.** Also in attendance, **E. T.** and **H. J. Adams, J. Millward.**

**460. TIMSON BROS (ENGLAND), LTD.,** Moor Street, Birmingham, 4. Midland 3301; Timson, Birmingham, 4.

Extensive factoring display of accessories, garage and workshop plant, tools and specialised equipment by leading manufacturers.

**New.**—Ring welding equipment; Milgar fixed and portable oil-bottle rack; model P.60 Seest crankshaft grinder.

In attendance, Managing Director **A. E. Timson** and Director **V. S. Timson.**

**488. TIPPING, C. R., AND CO., LTD.,** Tipco Works, Lowfields Road, Leeds, 12. Leeds 30178; Tipco, Leeds.

Tipco garage tools, such as hand tools, socket wrenches, open-end, ring and combination spanners, geared, tension and wheel wrenches, gear pullers, screw-starters, alloy chisels, and the like, including Arcmor spark multiplier.

Sales Manager, **R. W. Watson.** Also in attendance, **G. E. Summersby, J. Walker, B. V. Tipping, E. Bartle.**

**528. TRIANGLE PRODUCTS, LTD.,** Blake Street, Hulme, Manchester, 15. Central 7062; Triprodux, Manchester.

Arc and spot welding plant, also battery testers and allied appliances.

**477. TURNER, WM. (KISMET), LTD.,** Eyre Works, 44, Eyre Lane, Sheffield, 1. Sheffield 20333; Compression, Sheffield.

Kismet garage and workshop air-service equipment, fittings and accessories, including compressors, blow and washing guns, air towers, tyre-inflators, and the like.

**495. TYRESOLES, LTD.,** Palace of Engineering, Wembley, Middx. Wembley 1222; Tyresoles, Wembley.

Tyresoles tyre reconditioning equipment.

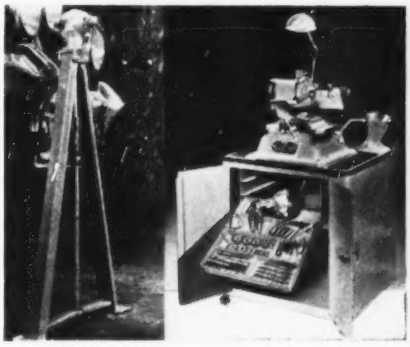
Sales Manager, **B. Lewis.** In attendance, **A. Armstrong, P. Demery, H. Shortridge, H. Robertshaw, C. Miles-Thomas,** and others.

**517. UNI-GUN LUBRICATING EQUIPMENT, LTD.,** Coombe Bridge Works, Beverley Way, Kingston By-Pass, London, S.W.20. Malden 2266; Unioil, Wimble, London.

Standard and auto repeater grease guns, gear oil dispensers, buckets, bucket-trolleys, drum pumps, sprayers, and lubricators.

**New.**—Monarch lubricator.

Sales Manager, **S. G. Wallace.**



**(Left) Bevelift Mk. IV jack (Stand 290). (Right) Wolf Mobilectric valve shop (Stand 498).**

## GARAGE EQUIPMENT

526. **UNION TYRE SUPPLIES (GREAT BRITAIN), LTD.**, 9, Grape Street, London, W.C.2. Temple Bar 4141; Unityres, Westcent, London.

U.T.S. tyre-retreading moulds and bead knocker.

Sales Director, **E. S. Sweetsur.** In attendance, **T. M. Spong, A. E. Smith, A. W. Kay, G. James, G. Thomas, J. Neal.**

504. **WAKEFIELD, C. C., AND CO., LTD.**, 46, Grosvenor Street, London, W.1. Mayfair 9232; Cheery, Wesdo, London.

Garage lubrication-service equipment, e.g., h.p. lubrication batteries, oil dispensers, compressors, lifts, portable lubricators, and kindred outfits, also car washers, grease guns, and brake bleeders.

New.—Nozzle meter and hose reels.

480. **WARD, H. W., AND CO., LTD.**, Dale Road, Selly Oak, Birmingham, 29. Selly Oak 1131; Tudor, Birmingham.

Capstan and turret lathe tools, tool and die holders, and related equipment.

512. **WEAVER MANUFACTURING AND ENGINEERING CO., LTD.**, Magna Works, Kathie Road, Bedford. Bedford 5311; Weaverquip, Bedford.

Weaver garage and workshop equipment, e.g., cranes, lifts, presses, wheel balancers, steering gear tools, axle stands, tyre tools, jacks, steam cleaners, oil changers, towing cradles, hose reels, oil fountains, washers, drum pumps, grease and oil guns.

Sales Manager, **L. W. West.** In attendance, **J. F. Leach, P. Heasman, W. Weller, H. Day, T. H. Mitchell, J. K. Drake,** and others.

497. **WHATTON AND SONS, LTD.**, Merridale Street West, Wolverhampton. Wolverhampton 22429; Whattons, Wolverhampton.

Wandess stand and pedestal drilling machines, brake grinder and rivetter, 4in. and 5in. lathes, and boring bar.

Sales Manager, **Mr. Abberley.** In attendance, **A. G. T. Buchan, A. Jackson, G. Kilby, G. W. Nash.**

498. **WOLF ELECTRIC TOOLS, LTD.**, Pioneer Works, Hanger Lane, Ealing, London, W.5. Perivale 5631; Wolflede, Wesphone, London.

Wolf portable electric tools; valve-shop and valve tools; drills, grinders, screwdrivers, saws, sanders, polishers, nut-setters, hammers, soldering outfits, blowers, and the like.

452. **YORKSHIRE FACTORING CO., LTD.**, 79-80, Spring Gardens, Doncaster. Doncaster 49441; Yorkeen, Doncaster.

Wholesalers' exhibit of tools and plant by leading makers, together with car parts, fittings and accessories.

General Manager, **F. Walters.** In attendance, branch managers.

# General Accessories

217. **AC-SPHINX SPARK PLUG CO.**, Watling Street, Dunstable, Beds. Dunstable 1166; Sphinx, Dunstable.

AC-Sphinx sparking plugs, plugtesters and tools, oil and air filters, fuel pumps, gauges, thermostats, heaters, instrument panels, cables, and the like.

Sales Manager, **G. W. Baker.** Also in attendance, **C. N. Faulconbridge,** Commercial Manager; **F. A. Cooper,** Service Manager; **F. W. Clarke,** Chief Engineer.

230. **ARMSTRONG'S PATENTS CO., LTD.**, Eastgate, Beverley, Yorks. Beverley 410; Armstrong Patents, Beverley.

Armstrong lever and telescopic type shock absorbers, conversion sets, and the like for all types of vehicles.

Sales Manager, **E. C. Latter.** In attendance, **F. A. Blandford, F. A. Clarke, D. A. Herrick,** and others.

388. **BARNACLE, LTD.**, Barnacle Works, Bensham Lane, West Croydon, Surrey. Thornton Heath 1924; Barnacle, Croydon.

Barnacle licence holders, mirrors, lighters, rubber lamps, visors, and kindred accessories.

In attendance, Directors **E. W.** and **G. M. F. Puckert, H. W. G. Girvan, W. W. Manley, B. Morris,** and others.

284. **BENNETT, WALT. (SPARE PARTS), LTD.**, Bradnor Road, Wythenshawe, Manchester. Wythenshawe 2225; Spares, Manchester.

Accessories, parts and fittings, such as clutch plates, silencers, axle-shafts, steering gear parts, shackle bolts, ignition components, machined repetition parts, and so forth.

Sales Manager, **W. A. Bennett.** In atten-

# AVERY-HARDOLL LTD.

**TOLWORTH - SURBITON**
**SURREY**

*Messrs. Avery-Hardoll Ltd. announce that although they will not be exhibiting at Earls Court this year, they would like to extend to all their friends in the trade a cordial invitation to visit their Works at Oakcroft Road, Tolworth, Surrey, during the period of the Motor Show.*

*Appointments can be arranged by telephone -*

**ELMBRIDGE 5221/7.**

## GENERAL ACCESSORIES

dance, **W. R. Bramley, A. Bennett, D. Wade,** and others.

244. **BENTON AND STONE, LTD.,** Aston Brook Street, Birmingham, 6. Aston Cross 1905; Enots, Birmingham.

Lubrication fittings and equipment, including guns, cocks, nipples, filters, controls, unions, piping and flexible tubing.

**New.**—Models 1124 and B.1681 visible fuel filters and cocks.

Sales Manager, **N. P. Watts.**

253. **BLUEMEL BROS., LTD.,** Wolston, near Coventry. Wolston 244; Bluemel, Wolston.

Steering wheels, number plates, reflectors, plastic mouldings, handles, levers, garage and other sign-plates, tyre inflators, and the like.

Sales Director, **E. J. Scott.** Service representatives, **W. J. Wallington, E. Widdowson.**

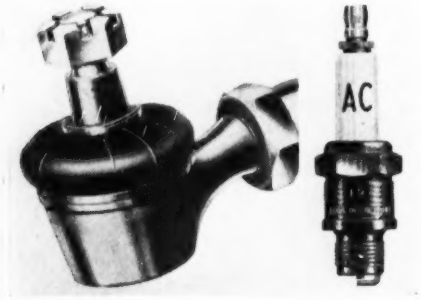
221. **BOWDEN (ENGINEERS), LTD.,** Victoria Road, Willesden, London, N.W.10. Elgar 4805; Bowirelim, London.

Bowdenex and Bowdenite flexible control fittings, brake cables, and other light components.

258. **BRITISH JAEGER INSTRUMENTS, LTD.,** Cricklewood Works, Edgware Road, London, N.W.2. Gladstone 3333; Jaegerometer, Telex, London.

Accessories such as revolution indicators, speedometers, clocks, gauges, switches, lights, flexible drives, and kindred specialities.

Sales Manager, **R. Neville.** Also in attendance, **J. Broom, F. H. Dickason, H. A. Maxted,** and others.




**(Left) Thompson track rod end (Stand 379). (Right) AC F9 plug (Stand 217).**

254. **BROWN BROTHERS, LTD.,** 22-34, Great Eastern Street, London, E.C.2. Bishopsgate 7654; Imbrowned, Ave, London.

General accessories and components by numerous leading producers, including Duco accessories, Belco and Dulux body finishes, Oddie nuts, and a large variety of miscellaneous exhibits.

Sales Manager, **G. Tiffen.**

408. **BUTLERS, LTD.,** Atlantic Works, Grange Road, Small Heath, Birmingham, 10. Victoria 2164; Vanquisher, Birmingham.

Atlantic lighting equipment for cars, caravans, launches and other purposes, such as head and tail lamps, spotlights, switches, junction boxes, ammeters, searchlights, and the like.

**New.**—Rear lamps 1416 and 1429, fitted with three bulbs.

In attendance, Messrs. **Norman, Stephenson, Guggiari.**

280. **CEAG, LTD.,** Queen's Road, Barnsley, Yorks. Barnsley 2208; Ceag, Barnsley.

Lumax lamp bulbs; display and servicing cabinet; portable electric safety lamps; electric torches; transformer units.

Sales Manager, **G. Shearmur.** Also in attendance, **J. E. Davies, T. D. Fergus, H. L. Hunt, P. E. Featherstone, N. L. Liles, W. G. Rawlins,** and others.

355. **CHAMPION SPARKING PLUG CO., LTD.,** Feltham, Middx. Hounslow 4494; Champlug, Phone, Hounslow.

Champion sparking plugs, in various models; plug cleaning and testing unit; gap tools, waterproof plug covers.

**New.**—Series 600 service unit.

Sales Manager, **G. P. Baldwin.** Also in attendance, **H. G. Starley,** Deputy Managing Director; **H. W. Craddock.**

431. **CLARK, WILLIAM (SPARE PARTS), LTD.,** Nobby Works, Hedley Road, St. Albans, Herts. St. Albans 6011.

Nobby accessories, tools and components, including speedo. cables, oil and fuel piping, petrol pump parts, replacement engine, chassis and electrical fittings especially for American vehicles; lamps, mirrors and other like accessories.

**New.**—Fuel pipe merchandiser; diaphragm and pull-rod assembly kit, time switch, braided flex, fuel lines, stop and tail lights, steering nuts.

Sales Manager, **P. C. Tipple.** Also in attendance, **W. Clark, H. Beave, R. S. Boyce, J. Fenton, D. B. Gibbs,** and others.

427. **CLAYTON DEWANDRE CO., LTD.,**

# *Time for a replacement*

Many of your customers have cars fitted with the Purolator 'Micronic' filter. Make sure that they have the necessary replacement when the time comes.

We back you up with effective advertising which you will have seen in the motoring journals.

AUTOMOTIVE PRODUCTS COMPANY LIMITED
LEAMINGTON SPA, ENGLAND

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MICRONIC *Oil* FILTERS

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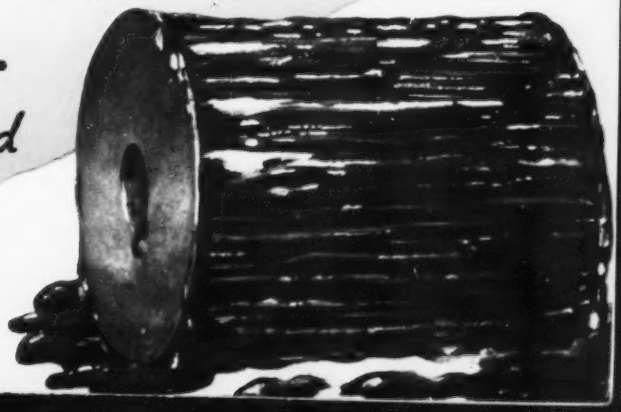
*Easily fitted*



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*Manufacturers of* HALLITE MOTOR JOINTINGS.

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## always 'on show' at modern Service Stations everywhere

*Come and see how the finest Pumps in the world are made*
*Ring our Sales Department, who will arrange for a car to pick you up for the short run to our Works.*

**WAYNE TANK AND PUMP COMPANY LIMITED**
NEWLANDS PARK · LONDON S.E.26

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South of England Service Depot:
37 Lisson Grove, Marylebone, N.W.1. Tel. PADdington 4162

*The Speed is in the Handle*

# GENERAL ACCESSORIES

Titanic Works, Lincoln. Lincoln 11305; Titanic, Lincoln.

Vacuum-servo systems; car and caravan braking outfits; Clayton car heating equipment; disabled drivers' vacuum-control systems.

Chief Engineer and Asst. General Manager, **S. H. Edge.**

**328. C.M.I. PRODUCTS, LTD.**, 8, New College Parade, Finchley Road, London, N.W.3. Primrose 6623; Vakleen, Haver, London.

C.M.I. air-operated industrial vacuum cleaners; He-Man shock-action screwdrivers and wrenches.

Sales Manager, **D. A. Atherton.** Also in attendance, **Col. H. Atherton, H. L. Church, W. Irving**

**421. COLE, E. K., LTD.**, Ekco Works, Southend-on-Sea, Essex. Southend 49491; Ekco, Southend.

Ekco car radio receivers and equipment, in various models.

**New.**—Model CR181/F radio set.

Sales Manager (Car Radio), **C. L. Caiger.** Also in attendance, **F. J. Ashley, R. G. Atkinson, J. A. Lee,** and others.

**261. CORNERCROFT, LTD.**, Ace Works, Coventry. Coventry 4123; Discs, Coventry.

Ace wheel rims, Rimbellisher wheel rims, Turbo-disc rims; number plates.

**360. COUNTY ELECTRICAL SERVICES, LTD.**, 151, Merton Road, Wandsworth, London, S.W.18. Putney 1305.

Factors' exhibit of components, fittings and accessories by the principal producers, e.g., Lucas, C.A.V., Delco-Remy, A.C., Champion, K.L.G., Lodge, and others.

**392. COX AND CO. (R.W.), LTD.**, Delancey Street, Camden Town, London, N.W.1. Gulliver 4461.

C.A.V., Crypton, Lucas, A.C., Ferodo, Delco-Remy and other allied products exhibited as a factors' general display.

Sales Manager, **W. T. Whiting.**

**378. DESMO, LTD.**, Scholefield Street, Birmingham, 7. Aston Cross 2831; Desmo, Birmingham, 7.

General car accessories such as lamps, horns, driving mirrors, gauges, tyre inflators, heaters, visors, and many other fittings.

**New.**—No. 2019 tail-light; 2044 Farmlite lamp; 800 garage door retainer; Coronation car pennant.

Sales Manager, **L. Trigg.**

**399. DONLEY, A., AND CO., LTD.**, Empress Street, Old Trafford, Manchester, 16. Trafford Park 0563; Donley, Phone, Manchester.

Radyant lamp bulbs.

**New.**—Gas-filled bulbs.

Sales Manager, **A. A. Donley.** Also in attendance, **A. Donley, P. Wilde.**

**219. DOVER, LTD.**, St. James' Park Road, Northampton. Northampton 4665; Patents, Northampton.

Dover spring-arm and rigid spoke steering wheels; Doverite-covered boat and car body fittings; transparent oil feeders; knobs, handles, Exonite repair labels; L-plates; and the like.

**New.**—Two-arm steering wheel.

In attendance, **E. Knight, B. Jackson.**

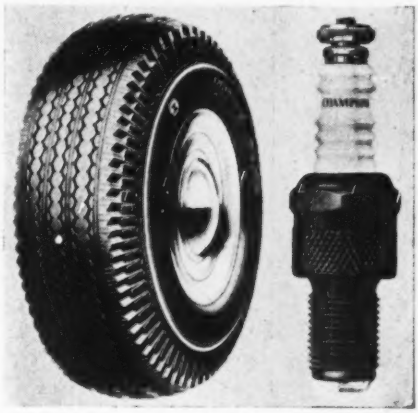
**366. EDMUNDS, WALKER AND CO., LTD.**, The Broadway, West Hendon, London, N.W.9. Hendon 6321; Edwalaco, Hyde, London.

Factoring display of miscellaneous components, parts, fittings and accessories by, e.g., Hoffmann, Timken, Ransome and Marles, Lockheed, Ferodo, Hardy Spicer, Laycock, Renold, British Piston Ring, and Hepworth and Grandage.

Sales Director, **J. T. McNeil.** In attendance, **F. Humphries,** Asst. Sales Director; **A. G. Edwards,** London Sales Manager.

**313. EVERSURE ACCESSORIES, LTD.**, Kingston Road, Small Heath, Birmingham, 9. Victoria 2287; Evarshure, Birmingham.

General accessories, including hydraulic jacks, driving mirrors, lamps, removable




**(Left) India super tyre (Stand 208). (Right) Champion plug (Stand 355).**

## GENERAL ACCESSORIES

roof racks, replacement running boards, and hand-operated spot lights.

**New.**—Hand-operated spot light.

409. **EXPRESS ELECTRICAL SERVICES, LTD.**, 17, Downend Road, Fishponds, Bristol. Bristol 26658.

Factoring exhibit of well-known accessories, fittings and equipment by, e.g., C.A.V., Lucas, B.T.H., A.C., Delco, K.L.G., and Lodge.

437. **FEENY AND JOHNSON, LTD.**, 134-136, Ealing Road, Wembley, Middx. Wembley 4801; Feejohn, Wembley.

Vacuum-servo braking systems and other specialities, Ford Anglia and Consul steering columns, with hand control, dual control caravan panel, disabled drivers' hand control mechanisms, power units, and Marelli electrical equipment.

In attendance, **M. E. Johnson.**

346. **GLOBE AND SIMPSON, LTD.**, 184-196, West Street, Sheffield, 1. Sheffield 20355.

Factors' display of general accessories and fittings by C.A.V., B.T.H., A.C., Lucas, Delco, Lodge, A.C., K.L.G., and other manufacturers.

436. **GUITERMAN, S., AND CO., LTD.**, 37, Soho Square, London, W.1. Gerrard 2571; Guiterman, Phone, London.

Cibie car lighting equipment; battery service and charging outfits; Segie electric soldering irons.

**New.**—Cibie lighting equipment.

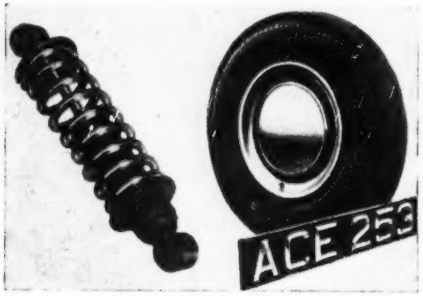
Sales Manager, **W. H. Hulcoop.** Also in attendance, **R. C. Jones, M. C. Pope, H. J. Robertson.**

432. **HILLS (PATENTS), LTD.**, Hills House, Chenies Mews, Pancras Street, London, W.C.1. Euston 5060; Umakemquik, London.

Car index number plates, in various models, trailer and other plates, garage and showroom signs, punching, riveting and shearing tools, and the like.

**New.**—Showroom and garage signplates.

Sales Manager, **C. S. Smith.** In attendance, **E. D. Bowman, H. Harper, W. F. Hippmann, A. B. Pearce, L. F. Richards.**




**(Left) Woodhead Monroe suspension unit (Stand 269). (Right) Ace Rimbellisher and number plate (Stand 261).**

358. **HOLT, DOUGLAS (EST. 1919), LTD.**, 5-6, Eagle Street, Holborn, London, W.C.1. Holborn 4891; Autopro, Holb, London.

Radiator and engine cylinder repair compounds, gasket cement, oil additives, cleaners, waxes and polishes; detergents, and the like.

**New.**—General-purpose cleaner; Once-Over car washing compound; Holtclene; Fogoff impregnated anti-mist cloth.

Sales Manager, **C. G. Gibbons.**

446. **HOWARD, E. R., LTD.**, 3-in-One Works, Stowmarket, Suffolk. Stowmarket 543; Threewun, Stowmarket.

Range of 3-in-One products.

Sales Director, **Miss M. Holden.** Also in attendance, Managing Director **A. S. J. Painter,** Asst. Sales Manager **P. S. Rusted, A. Buckley, L. N. Pearce, L. A. Byrne, R. Woolston.**

329. **JENOLITE, LTD.**, 43, Piazza Chambers, Covent Garden, London, W.C.2. Temple Bar 1745; Inforag, Rand, London.

Jenolite rust preventive and removing compound, paint stripper, aluminium keying solution, wiping degreaser.

Sales Manager, **R. A. Matthew.** Also in attendance, **M. E. Matthew, E. Smythe, R. Jackson, R. Williams.**

256. **KERRY'S (GREAT BRITAIN), LTD.**, Warton Road, Stratford, London, E.15. Maryland 6611; Akerene, Easphone, London.

Factors' comprehensive range of accessories and components by leading producers, e.g., A.C., Bluemel, Champion, Smith's, Desmo, Trico, Lodge, Lucas, Ferodo, Payen.

88. **KEY-LEATHER CO., LTD.**, 5, Urswick Road, London, E.9. Amherst 5202; Keytex, Hack, London.

K.L. car accessories, including Monitor car heater (6, 12 or 25 volts), K.L. 750 fresh air heater, demister and defroster; Koolee air and rain deflector; Ventilor fresh-air duct.

In attendance, Messrs. **Bateman, Gutwein, Miller, Roberts, Salgo, Turner.**

# Firestone
## TYRES
## are so
## consistently good!

SEE FIRESTONE ON STAND 204
INTERNATIONAL MOTOR SHOW

## GENERAL ACCESSORIES

257. **K.L.G. SPARKING PLUGS, LTD.**, Cricklewood Works, Edgware Road, London, N.W.2. Gladstone 3333; Speedofac, Telex, London

K.L.G. sparking plugs in all standard sizes and models, together with watertight plugs.

**New.**—Range of racing car plugs.

In attendance, Trade Sales Director, **S. E. Burlington**; Sales Manager **J. H. Hall**, and others.

243. **LODGE PLUGS, LTD.**, St. Peter's Road, Rugby. Rugby 2076; Lodge, Rugby.

Lodge sparking plugs in various types; insulated shock-proof and watertight terminal covers.

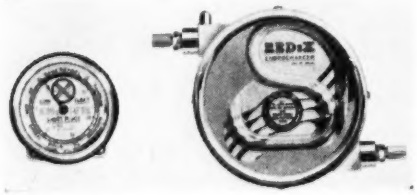
Sales Manager, **B. D. Bacon**. Also in attendance, Asst. Sales Manager and area representatives.

251. **LUCAS, JOSEPH, LTD.**, Great King Street, Birmingham, 19. Northern 5252; Lucas, Telex, Birmingham.

Car lamps, lights, screen wipers, mirrors, horns, magnetos, coils, dynamos, and the like, together with electrical equipment, hand tools, and so on.

311. **LUCAS, JOSEPH (SALES AND SERVICE), LTD.**, Great Hampton Street, Birmingham, 18. Central 5050; Lucas, Telex, Birmingham.

Replacement, service and spare parts for Lucas electrical equipment.




**Redex Robot and Lubrocharger (Stand 402).**

272. **MARCHAL DISTRIBUTORS, LTD.**, Brook Lane North, Great West Road, Brentford, Middx. Ealing 3671; Marchal, Brentford.

Marchal car accessories, including lamps and car-lighting equipment.

375. **MID-KENT PRODUCTS CO.**, Longpond Works, Borough Green, Kent. Borough Green 425.

Flaz-Pol car and upholstery cleaners and polishes; Mi car polish.

402. **MYERS, WAYNE, V., CO., LTD.**, 353-365, Chiswick High Road, London, W.4. Chiswick 6844; Redexadd, Chisk, London.

Redex engine testing and dispensing equipment, Lubrocharger and Robot engine tuner, compression gauges, test and filter tanks, thermometers, spray guns, and kindred filter outfits.

**New.**—Car-Care Robot engine tester and lubrocharger.

426. **NEALE, JAMES, AND SONS, LTD.**, 68, Graham Street, Birmingham, 1. Central 1533; Neale, Birmingham.

Radyot heaters, lamps, lights, switches, reflectors, mirrors, licence holders, and other kindred accessories.

Sales Manager, **M. R. Neale**. Also in attendance, **D. W. Neale, E. G. Daley, L. P. Allsop, H. J. Robertson, S. T. Simmons.**

5. **NUWAY MANUFACTURING CO., LTD.**, Endurance Works, Coalport, Salop. Ironbridge 2132; Nuway, Coalport.

Nuway rubber-fibre link mats, for cars, caravans and boats.

Sales Manager, **J. T. M. Brook**. Also in attendance, **E. P. Lovell, L. C. Wallett, E. Twyman.**

413. **PAPELIAN, R. M., LTD.**, Edgware Road, Cricklewood, London, N.W.2. Gladstone 4255; Papelian, Norphone, London.

Thompson Products engine and chassis parts, Vitameter; New Products automatic gearbox and clutch; Perfect Circle piston rings and tools; Autopulse electric fuel pumps; R.M.P. replacement parts.

Sales Manager, **N. Brown.**

416. **PARR EQUIPMENT CO., LTD.**, 20, Avonmore Road, London, W.14. Fulham 4211; Parequipco, Hammer, London.

Portarack telescopic roof-luggage racks; Parr reinforced nylon self-locking nuts.

Sales Manager, **A. Baldwin**. In attendance, Mr. **Bryan**, Miss **P. Finlay**, Mrs. **I. E. Saunders.**

220. **PARSONS CHAIN CO., LTD.**, Worcester Road, Stourport - on - Severn, Worcs. Stourport 240; Chainwork, Stourport.

Parsons non-skid tyre chains and emergency grips, tow chains, chain slings; B.W.P. brake cables and fittings, rope slings, push-pull controls, variable-level engine oil intakes.

Sales Director, **R. S. Searle**. Also in attendance, **F. E. Madden, A. A. Post.**

356. **PRIMA INDUSTRIES, LTD.**, Burton Road, Upper Gornal, Dudley, Worcs. Sedgley 2032; Primotac, Dudley.

Prima hydraulic and Screwdraulic car

Janita

EQUIPMENT

# "JANITA" PLANO-GRINDER

An essential piece of equipment for Tool Room, Foundry and Production Work.
A necessity for every Garage for correcting distorted cylinder heads, manifolds, clutch pressure plates, etc. Ask your factor for full details or write direct.

## C. L. EQUIPMENTS LTD.

**MERRIDALE LANE, WOLVERHAMPTON, ENGLAND.**

Manufacturers of
"Janita" Wet Valve Refacers, Valve Service Workshops, Valve Seat Kits.

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## 'ATI' LUBRICATION SERVICE EQUIPMENT

## UP TO DATE DESIGN - BUILT TO LAST - DEPENDABLE -

The 'WBA 30' Portable Chassis Lubricator illustrated here is deservedly one of the most popular units in the 'ATI' range.

Fitted with a standard 36-1 ratio high-pressure grease pump—air powered which has proved itself in operation over many years, the pump has a specially long and slow stroke which gives adequate pressure and volume to deal with the heaviest fibrous greases. The complete unit comprises the drum pump, an attractive white stoved enamel cabinet built to house a keg of grease up to 112 lbs, 6-ft super quality high-pressure hose, a two-stage grease gun mounted on a knuckle joint and one 6″ hydraulic adapter.

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BEDFORD
BRIGHTON
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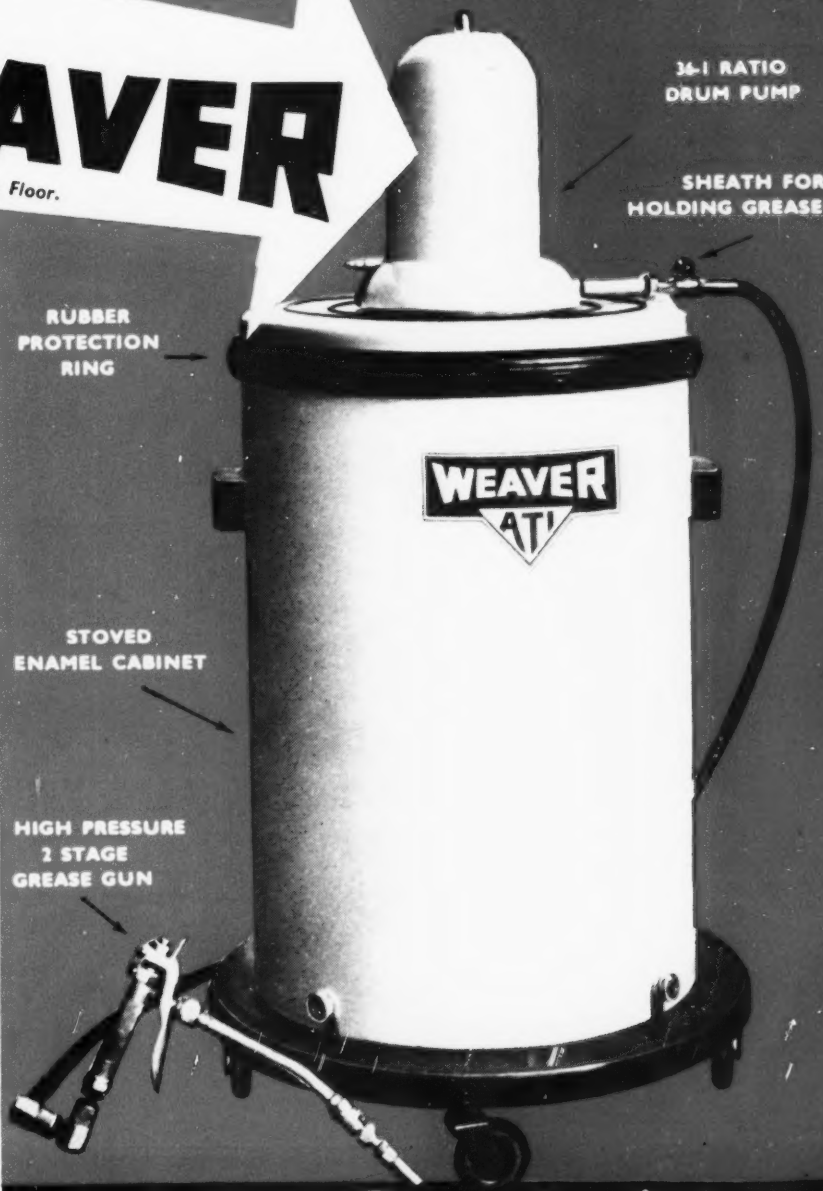
MANCHESTER
BIRMINGHAM
CARDIFF
LONDON
NEWCASTLE
BELFAST

### TECHNICAL REPRESENTATION

GLASGOW MANCHESTER BIRMINGHAM BEDFORD LONDON

EAVER

& T, First Floor.




# A.T.I *Portable* CHASSIS LUBRICATOR

WEAVER MANUFACTURING & ENGINEERING CO LTD · MAGNA WORKS · BEDFORD *Phone:* BEDFORD 5311

An Associate Company of THE CAPE ASBESTOS CO. LTD.

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GARAGE EQUIPMENT
TO WORKSHOPS
VALETING BAY
SUPER SERVICING
MOTOR SHOW,
EARLS COURT.
Our complete range will be on view at STAND 485.
Laycock
LAYCOCK ENGINEERING LTD. SHEFFIELD, 1.
Birfield Company

# GENERAL ACCESSORIES

jacks, horns, tyre inflators, plug and hand pumps, licence holders and so on.

**New.**—Plastic licence holder.

Sales Manager, **R. Lettis.** Also in attendance, **A. C. Collins**, Managing Director, **R. Bushby**, and others.

318. **PYRENE, LTD.**, 9, Grosvenor Gardens, London, S.W.1. Great West Road, Brentford, Middx. Victoria 3401; Pyrene, London.

Pyrene fire extinguishers in standard and Phomene foam types; Pyrene car bumpers.

351. **RIVAL LAMPS, LTD.**, Hamm Moor Lane, Weybridge, Surrey. Weybridge 3226; Rivallite, Weybridge.

Rival lamp bulbs for British, Continental and American cars; low-voltage lamps for boats, caravans, and so forth.

**New.**—3-pin bulbs. Sales Manager, **A. F. Engelen.**

418. **ROMAC INDUSTRIES, LTD.**, Romac Works, The Hyde, Hendon, London, N.W.9. Colindale 6055; Strength, Hyde, London.

General accessories and equipment, such as vulcanisers, controls, fan belts, tyre repair outfits, lacquers, polishes, electric cable sets, screen-wipers, licence holders, anti-freeze mixture and numerous other items.

General Sales Manager, **M. Hammerson.**

240. **ROSS, COURTNEY AND CO., LTD.**, 25, Ashbrook Road, Upper Holloway, London, N.19. Archway 1166; Homonyms, Holway, London.

Accessories and fittings, e.g., Petromag locking tap, and filler cap, hydraulic car jacks, greasers, petrol cocks, terminals, and turned and stamped repetition parts.

Sales Manager, **A. S. Robertson.** Also in attendance, **L. F. Brookman, H. C. Elsden.**

419. **SCINTILLA, LTD.**, 20, Carlisle Road, The Hyde, Hendon, London, N.W.9. Colindale 8844; Scintimag, Hyde, London.

Scintilla electrical equipment, including vertical and horizontal magnetos, starters, dynamos, switches, horns, and other car accessories, together with fuel injection equipment.

Sales Director, **W. H. Dietrich.** Manager, **S. L. Bagnall.** In attendance, **F. Berrington, L. W. Clarke, R. Reber.**

348. **SCHRADER'S, A., SON**, 829, Tyburn Road, Erdington, Birmingham, 24. Erdington 2267.

Schrader tyre valves and testing equipment, airline fittings, blowguns, vulcanisers, and garage tyre-servicing outfits.

306. **SIMMONDS AEROCESSORIES, LTD.**, Treforest, Glam. Taffs Well 222; Aerocessim, Pontypridd.

Simmonds, Pinnacle and Nyloc self-locking nuts and nut packs in British, U.S.A., and metric threads; Spire Speed nuts; Fram oil cleaners, petrol and water filters.

**New.**—Fram engine water-cooling filtration system.

354. **SIMONIZ (ENGLAND), LTD.**, 16, Catherine Place, London, S.W.1. Tate Gallery 9277; Simonizing, Sowest, London.

Simoniz preparations, e.g., paste, wax, liquid and chrome car-body cleaning and polishing compounds.

Sales Manager, **R. C. Cater.** In attendance, **A. E. Fram, G. Love, R. Purdie, L. Whitehouse, E. Wilson.**

248. **SMITHS MOTOR ACCESSORIES, LTD.**, Cricklewood Works, Edgware Road, London, N.W.2. Gladstone 3333; Speedofac, Telex, London.

General car accessories, such as heaters and ventilators, instrument panels, clocks, cigarette lighters, anti-freeze mixture, thermometers, revolution indicators, batteries, petrol tubing and various other specialities.

In attendance, Trade Sales Director, **S. E. Burlington**; Sales Manager, **J. H. Hall**, and others.

283. **SMITH, S., AND SONS (RADIO-MOBILE), LTD.**, Cricklewood Works, Edgware Road, London, N.W.2. Gladstone 3333; Speedofac, Telex, London.

H.M.V. car radio equipment, including aerials for roof, scuttle and wing mounting.

In attendance, Sales Manager, **T. Milne, E. Bostock, P. J. Browning, W. E. Dickinson**, and others.

8. **SULLAM, S. D., LTD.**, 100, Wardour Street, London, W.1. Gerrard 9372.

Range of Italian electrical accessories.

**Nuway car mats (Stand 5).**

## GENERAL ACCESSORIES

407. **TECALEMIT, LTD.**, Great West Road, Brentford, Middx. Ealing 6661; Tecalemit, Phone, London; Plymouth, Devon; Plymouth 2844; Tecalemit, Plymouth.

Accessories including lubricating hand guns, oil and fuel-oil filters; Titeflex flexible tubing, and the like.

General Sales Manager, **W. H. F. Geffers**; Deputy Sales Manager, **R. F. Brooker**. In attendance, regional sales managers.

441. **TEWEL INDUSTRIES, LTD.**, Cotton Hall Street, Darwen, Lancs. Darwen 1000; Tewel, Darwen.

Accessories, tools and supplies, such as jointing, electrical components, fan belts, tyre repairing materials, body fittings, abrasives, polishes, small tools, brake liners, silencers, radiator hose dispenser, and other items.

237. **THOMSON AND BROWN BROTHERS, LTD.**, 126, George Street, Edinburgh, 2. Central 5533; Accelerate, Edinburgh.

Car accessories, supplies and components manufactured by leading producers, such as Belco and Dulux body finishes; Duco batteries; tyre fittings; brake parts, gaskets, nuts, bolts, and so forth.

302. **TRICO-FOLBERTH, LTD.**, Great West Road, Brentford, Middx. Ealing 2672; Tricowipa, Brentford.

General car accessories, such as screen-washers and wipers, horns, direction indicators, mirrors, switches, fans, and so on.

287. **TUDOR ACCESSORIES, LTD.**, Benlow Works, Silverdale Road, Hayes, Middx. Hayes 0441; Tudoracces, Hayes.

Car accessories and fittings, including mirrors, licence holders, visors, petrol locking caps and other like products.

Sales Manager, **L. Lowenthal**. In attendance, Messrs. **Boulton, Bruce, Davies, O'Neil, Still.**

**(Left) Redex dispenser (Stand 402). (Right) Oldham Major battery (Stand 317).**

400. **TYRE PRODUCTS, LTD.**, Palace of Engineering, Wembley, Middx. Wembley 1222; Typrod, Wembley.

Rubber-fabric link mats for cars; body packings and pads and other rubber specialities.

Sales Manager, **N. Hillson**. In attendance, **D. Castle.**

396. **UNIVERSAL BALL BEARING REPAIR AND MFG. CO.**, 111-115, The Grove, Hammersmith, London, W.6. Riverside 3262.

Ball and roller bearings, together with factoring exhibit of general proprietary accessories, components, fittings and tools.

Sales Manager, **H. J. P. Fisher**. In attendance, **R. Dowse, F. Hammond, F. Parish, G.** and **J. Perkins**, and others.

*See You at Earls Court?*

**"The Garage and Motor Agent" Stand is No. 62 on the ground floor. As usual, it will be full of interest for garagists, with its display of "Business Aids for the Motor Trade"—system forms designed to take the trouble out of garage management.**

442. **UNIVERSAL DAMPERS, LTD.**, Cranmore Boulevard, Shirley, Birmingham. Shirley 2278. Smoothly, Birmingham.

Rotoflo shock absorbers, and telescopic dampers.

Sales Director, **W. Moore**. In attendance, **R. C. Jones, A. S. A. Walden.**

325. **WATNEY MOTOR ACCESSORIES CO., LTD.**, Blaby Trading Estate, Blaby, Leicester. Wigston 89601; Watmac, Blaby, Leicester.

Dragoman detachable roof-racks.

**New.**—Watmac Dragoman detachable sign-board carrier.

Sales Manager, **T. G. Dawes**. Also in attendance, **H. Hough, J. E. Hubbard.**

310. **WAYTE SMITH AND CO., LTD.**, 76, Clapham High Street, London, S.W.4. Macaulay 5611; Telesmog, Clapcom, London.

Smog anti-mist impregnated cleaning cloth; Topcyl upper cylinder lubricator.

In attendance, **D. G. W. Smith, J. E. Lumsden, E. Davies.**

Thousands of motorists have used Essolube Motor Oil for years, and thousands of new car owners are finding it the best oil for their cars. Essolube, a refined mineral oil of superlative quality, has a wonderful record in racing and is recommended by the leading motor car manufacturers. Sold by practically every garage and service station in Britain.

# Essolube

**THE *top quality* MOTOR OIL**

*ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1*

## GENERAL ACCESSORIES

273. **WHITELEY (RISHWORTH), LTD.**, Slitheroe Works, Rishworth, near Halifax. Ripponden 3145; Components, Ripponden.

Fittings and replacement parts, such as shackle and king pins, bushes, tie-rod ends, water pumps, crown wheels, pinions, drag links, and universal couplings, together with repair kits.

340. **WINGARD (M.A.), LTD.**, Kingsham Road, Chichester, Sussex. Chichester 3236; Wingard, Chichester.

General accessories and fittings, such as mirrors, lamps and lights, licence holders, hose clips, screen fittings, tank caps, number plates, tyre gauges, fuel and oil lines, tow-ropes, and fuel-pump repair kits.

Sales Manager, **F. W. Watts.** Also in attendance, **A. Edwards, J. B. Irving** and **W. Waterson.**

410. **WORLD RADIO, LTD.**, Edgware Road, Cricklewood, London, N.W.2. Gladstone 4255; Papelian, Norphone, London.

Motorola car radio 6 and 12 volt sets; aerials, parts and accessories, including independent speakers; Trade Wind car heaters, parts and accessories.

Sales Manager, **N. Brown.**

4. **WRIGHT, CHAS., LTD.**, Churchway, Edgware, Middx. Edgware 0211; Chas. Wright, Edgware.

Car number and trade plates in various models, and garage signs.

Sales Manager, **A. W. Biggs.** Also in attendance, **W. J. Biggs, L. A. Bradshaw, G. P. Drabble, J. H. Strachan, J. Garrioch,** and others.

# Chassis Components

267. **ALFORD AND ALDER (ENGINEERS), LTD.**, Deacon Street, Walworth, London, S.E.17. Rodney 2611; Alforder, Camber, London.

Independent suspension and ball-joint assemblies; hubs, and brake drums.

228. **AMAL, LTD.**, Holford Works, Perry Barr, Birmingham, 20. Birchfields 4571; Amalcarb, Phone, Birmingham.

Amal carburetters, ball and roller joints, fuel pumps, flame traps, cable controls, filters, flowmeters, and jet calibrators.

224. **ANDRE (COMPONENTS), LTD.**, 38, Felsham Road, Putney, London, S.W.15. Putney 5751; Andrecomp, London.

Andre shimmy dampers; Andre Hartford shock absorbers; Andre Telecontrol shock absorbers; Andrex suspension dampers.

Sales Manager, **L. W. Harris.** Also in attendance, **L. H. Barnett, C. H. Houston.**

**AC fuel pump (Stand 217)**

304. **ANDREWS, HAROLD, GRINDING CO., LTD.**, Bristol Road, Birmingham, 29. Selly Oak 1128; Supergrind, Birmingham.

Hagco cylinder-liners, James spun castings, cast iron rods and bars, valve-seat inserts.

Sales Manager, **G. Sutcliffe.** Also in attendance, **H. Andrews,** Managing Director; **G. Arthurs, L. G. Barnes.**

385. **ANGUS, GEORGE, AND CO., LTD.**, Angus House, Newcastle-on-Tyne, 1. Newcastle 22656; Angus, Newcastle-on-Tyne.

Angus oil and fluid seals, gaskets, hydraulic packings, and kindred products.

Sales Director, **D. D. Angus.** In attendance, **C. E. T. Cooper, H. A. Cox, P. Saker.**

424. **ANTI-ATTRITION METAL CO., LTD.**, 56, Victoria Street, Westminster, London, S.W.1

Aluminium, brass, bronze and gunmetal castings, bearings, bushes, pins, gear blanks, and the like.

379. **AUTOMOTIVE PRODUCTS CO., LTD.**, Tachbrook Road, Leamington Spa. Leamington 2700; Autoducts, Phone, Leamington Spa.

Purolator micronic oil and fuel filters; Thompson steering-rod assemblies.

Sales Manager, **F. Rowarth.**

# REGULAR PROFITS from

NUBREX

GREASING EQUIPMENT

Ask your factor for details

Manufactured by CH. J. NEUMAN LIMITED

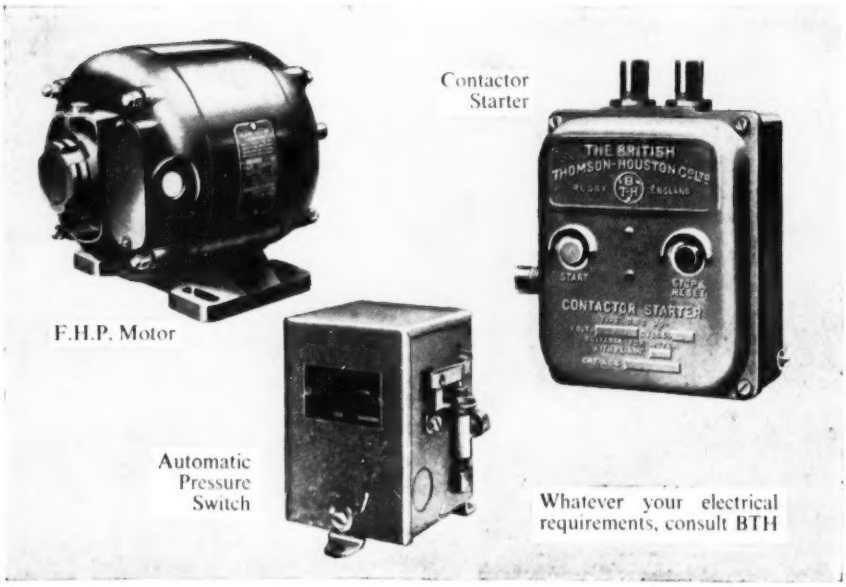
441 BRIGHTON ROAD · SOUTH CROYDON · SURREY · ENGLAND

# Electric Equipment for Garage and Workshop

BTH is well known in aviation and motoring circles for the unfailing reliability of its magnetos.

In industry, BTH is equally noted for the excellence of its electric plant, ranging from turbo-generators to small-power motors.

For the garage and workshop, A.C. and D.C. motors (flameproof where necessary) and appropriate control gear are available; also pressure switches for compressor control, "Fabroil" (non-metallic) pinions and blanks, magnetos, Mazda lamps, and lighting equipment — mostly from stock or short term delivery.




## BRITISH THOMSON-HOUSTON

THE BRITISH THOMSON-HOUSTON CO., LTD., RUGBY, ENGLAND

A4049

*Member of the AEI group of companies*

**Listen to Group Captain Douglas Bader, D.S.O., D.F.C., appealing for the British Limbless Ex-Service Men's Association at 8.25 p.m. Home Service B.B.C. 9th November.**

BLUE PETER

DO NOT FAIL TO VISIT

# 'BLUE PETER' REGD.

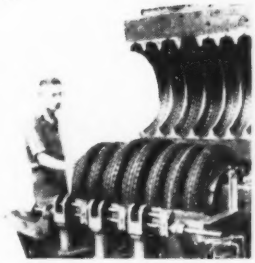
## RETREADS

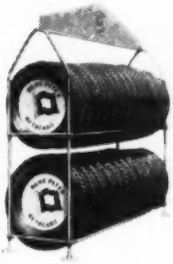
ON STAND No. 448

AT THE MOTOR SHOW

WE ARE EXHIBITING

*The "Blue Peter" Multiple Mould* ▶





◀ *The "Blue Peter" Tyre Trolley on four strong castors*

*The "Blue Peter" Air/Steam Pressure Bag* ▶

◀ *The "Blue Peter" Neon & "Neoray" Signs*

AUTO TYRE SERVICES LTD · BASINGSTOKE

# FERODO *Linings*

**ARE MADE AND SUPPLIED**

*For Every Known Make*

**OF CAR, BRITISH, CONTINENTAL & AMERICAN**

*You are specially invited to visit us at the Motor Show*

**STAND No. 295**

Motor Car manufacturers are convinced of the smooth braking qualities and dependability of Ferodo—the most reliable brake linings in the world.

*follow the Manufacturers' choice-fit*

# FERODO

**BRAKE & CLUTCH LININGS**

*When did you last have your brakes tested?*

FERODO LIMITED · CHAPEL-EN-LE-FRITH

*A Member of the Turner & Newall Organisation*

## CHASSIS COMPONENTS

**244. BENTON AND STONE, LTD.,** Aston Brook Street, Birmingham, 6. Aston Cross 1905; Enots, Birmingham.

Pipe fittings, copper and flexible pipe assemblies, banjo, solderless unions, hydraulic and autolub nipples and grease guns, filler caps, control rods and joints, Easiject oilers, Cleanmaster sprayer.

Sales Manager, **N. P. Watts.**

**425. BEANS INDUSTRIES, LTD.,** Hurst Lane, Tipton, Staffs. Tipton 1681; Bean, Tipton.

Engine and chassis castings, such as cylinders, crank chambers, gearboxes, front axles, and the like.

In attendance, **J. Evans.**

**286. BENDIX, LTD.,** King's Road, Tyseley, Birmingham, 11. Acocks Green 2831; Wonder, Birmingham.

Bendix replacement brake shoes, replacement kit sets, and the like, together with telescopic-type hand brake control.

**56. BIRKETT, T. M., AND SONS, LTD.,** Thomas Street, Hanley, Stoke-on-Trent. Stoke-on-Trent 2184; Birkett, Hanley.

Non-ferrous castings, machined bushes, chill-cast rod and tube, valves and fittings, ingot metals, marine propellers, and the like.

Sales Manager, **D. Wright.** Also in attendance, **H. Butcher, K. Quayle, W. G. Wilkin.**

**327. BIRMINGHAM ALUMINIUM CASTING (1903), CO., LTD.,** Dartmouth Road, Smethwick 40, Staffs. Smethwick 1431; Birmal, Smethwick.

Aluminium and Elektron alloy engine, gearbox and other castings for the trade.

Sales Manager, **W. J. Price.** Also in attendance **W. V. Browne, D. C. Coley, A. P. Fenn, J. M. Gower,** and others.

**365. BORG AND BECK CO., LTD.,** Tachbrook Road, Leamington Spa. Leamington 2700; Borganbeck, Leamington.

Borg and Beck clutches, in sizes from 6½in. to 11in.

Sales Manager, **F. Rowarth.**

**274. BOUND BROOK BEARINGS, LTD.,** Trent Valley Trading Estate, Trent Valley Road, Lichfield, Staffs. Lichfield 2027; Boundless, Lichfield.

Bound Brook graphited bronze, Compo and other bearings, bushes, Powdiron components, iron valve guides and like products

In attendance, **J. F. McPherson, R. Leech, A. E. Mapstone, W. A. Murray, A. E. Tetley.**

**362. BRAKE LININGS, LTD.,** Bridge Street, Buxton, Derbys. Buxton 776; Braklining, Buxton.

Duron clutch and brake lining materials.

Sales Manager, **C. B. Baker.** In attendance, **J. A. Atkinson,** General Manager, **F. A. A. Gosling,** Technical Sales Manager, **C. J. Parr,** Export Manager.

**294. BRAMBER ENGINEERING CO., LTD.,** Springbok Works, Waterloo Road, Cricklewood, London, N.W.2. Gladstone 5447; Otocarrcom, Norphone, London.

Laminated and coil road springs, independent rubber suspension units, and trailer axles.

Sales Manager, **H. B. Pratt.** Also in attendance, **S. Clansey, G. Cook, A. A. Duncan, A. H. Pearson, M. Watson.**

**349. BRICOVMO, LTD.,** Brico Works, Holbrook Lane, Coventry. Coventry 89014; Brico, Coventry.

Covmo pistons, in various models, cylinder liners; Brico piston rings and valve-seat inserts.

**New.** — Range of Covmo XL de luxe pistons.

Sales Manager, **J. W. Hale.**

**262. BRITISH BELTING AND ASBESTOS, LTD.,** Scandinavia Mills, Cleckheaton, Yorks. Cleckheaton 800.

Mintex brake and clutch liners, jointings, exchange shoes, friction dampers, bushes, body packing, and other like specialities.

**New.**—Mintex fan belts.

**3. BRITISH BUNDY TUBING CO., LTD.,** 75, Grosvenor Street, London, W.1. Mayfair 4756; Armcoingot, Wesdo, London.

Bundy oil, petrol and brake fluid tubing.

**(Left) Park battery (Stand 397). (Right) Lodge plug (Stand 243).**

# CHASSIS COMPONENTS

together with flaring tools for pipeline fabrication.

Sales Manager, **F. Egerton.** In attendance, **J. Hall, R. Heyden, S. D. Hopwood, R. May, J. Sheridan.**

**420. BRITISH LIGHT PRESSINGS, LTD.,** Warple Way, Acton, London, W.3. Shepherd's Bush 1230; Prestal, Ealux, London.

Assembly, bonnet, wings and associated pressings for the new Humber Super Snipe, and selection of other press work.

Sales Manager, **A. M. Saunders.** In attendance, **C. G. Jackson, J. R. Welby, R. W. Jaquest.**

**374. BRITISH PISTON RING CO., LTD.,** Holbrook Lane, Coventry. Coventry 89014; Brico, Coventry.

Pistons, pins, rings, valve-seat inserts, valve-guides, tappets, cylinder sleeves and kindred fittings.

**322. BROWN BAYLEY STEELS, LTD.,** Leeds Road, Sheffield, 9. Sheffield 41031; Bayley, Sheffield.

Steel forgings and components, stainless steel sheet and strip.

Sales Manager, **J. H. Shelmerdine.**

**246. BROWN, DAVID, AND SONS (HUDDERSFIELD), LTD.,** Park Gear Works, Huddersfield, Yorks. Huddersfield 3500; Gearing, Huddersfield.

David Brown gearboxes, 4- and 5-speed; marine reversing gears; MD.4 marine oil motor, and other products, such as driving axle worm gears, hypoids, spiral bevels, camshaft gears, steel and bronze castings.

**394. CAPE ASBESTOS CO., LTD.,** 114-116, Park Street, London, W.1. Grosvenor 6022; Incorrupt, London.

**(Left) Somic somostrip (Stand 382). (Right) Purolator oil filter (Stand 379).**

Capasco brake and clutch linings; asbestos plastics.

Sales Manager, **P. Woledge.** In attendance, **P. Blomfield, C. Gallop, J. Savage.**

**347. CARY, WILLIAM E., LTD.,** Red Bank, Manchester, 4. Blackfriars 5691; Carybank, Manchester.

Laminated and coil suspension springs, and stabiliser bars.

Sales Manager, **W. H. Wilkinson.** Also in attendance, **G. B. Cary,** Sales Director, and others.

**428. CHORLEY PRECISION ENGINEERING, LTD.,** Avenue Works, Chorley, Lancs. Chorley 2617; Chorend, Chorley.

Sales Manager, **F. M. Marsh.** Also in attendance, **A. Marsh, E. Hill, G. Crawley, H. A. Riedl, G. A. Mead.**

**406. CLYDE ALLOY STEEL CO., LTD.,** Craigneuk Works, Flemington, Motherwell, Scotland. Motherwell 1051; Clydall, Motherwell.

Alloy, stainless and heat-resisting steels, black and bright machining bars and tool steels for the manufacturing trade.

**335. COOPER'S MECHANICAL JOINTS, LTD.,** 14, Liverpool Road, Trading Estate, Slough, Bucks. Slough 24511; Endure, Slough.

Cylinder head and other gaskets, jointing in various materials; fuel oil, lubricating oil, air and water filters, washers, and the like, for the manufacturing industry.

**277. CORDS PISTON RING CO., LTD.,** 906, Harrow Road, London, N.W.10. Ladbroke 3322; Cordsaring, Harles, London.

Cords cupped piston and Oilguard rings, piston expanders.

New.—Micro-knurling piston expansion system.

Sales Manager, **E. Tunmer.** Also in attendance, **H. Kelly, G. Neale.**

**337. CRESSWELL'S ASBESTOS CO., LTD.,** Wellington Mills, Bradford, Yorks. Bradford 64301; Chekko, Bradford.

Chekko brake and clutch linings; Bendix and Girling replacement brake shoes.

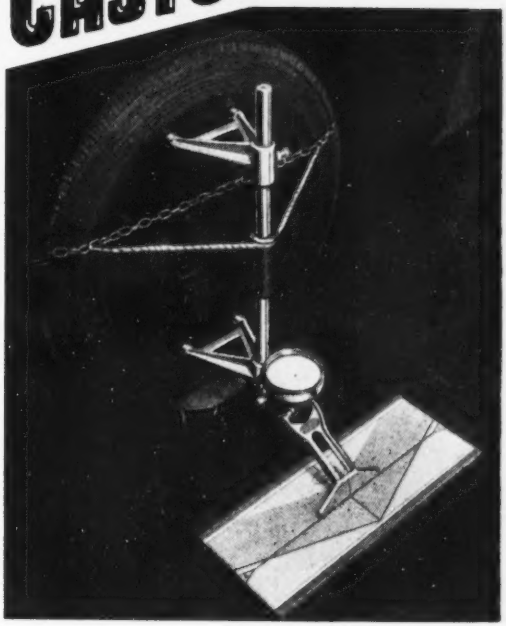
Sales Director, **R. G. A. Bracewell.** In attendance, **E. B. Fairburn, K. W. Binns, H. H. Roper.**

**380. DARTMOUTH AUTO CASTINGS, LTD.,** Dartmouth Road, Smethwick, 40, Staffs. Smethwick 1541; Darcast, Smethwick.

Alloy and grey iron castings, such as engine cylinder-heads, flywheels, gearboxes, manifolds, pump casings, clutch-plates and like components for production purposes.

# THE WORLD'S FINEST

# CAMBER CASTOR GAUGE



**• SIMPLEST**

**AND**

**• FASTEST**

**IN OPERATION**

*All readings, including King Pin Inclination, can be obtained within five minutes without Jacking up the vehicle.*

**That is why the majority of Car Manufacturers and the Trade in general have installed and are using this essential piece of Equipment.**

*May we send you further particulars, including details of our well-known Headlamp Beam & Chassis Aligning Gauges?*

Sole Manufacturers and Patentees

# NEWNHAMS

*Our Gauges are being exhibited at the Motor Show by*

**BROWN BROS. LTD. Stand No. 516 KERRY'S LTD. Stand No. 506**

**YORKSHIRE FACTORING CO., LTD. Stand No. 452**

**NEWNHAM HOUSE, 235-245 HAMMERSMITH ROAD, LONDON, W.6**

**RIV 4646 (9 lines)**

## CHASSIS COMPONENTS

232. **DELANEY GALLAY, LTD.**, Vulcan Works, Edgware Road, Cricklewood, London, N.W.2.

Car heating and air conditioning equipment, radiators and grilles, oil coolers, oil and fuel tanks, light press and sheet-metal work.

276. **DUALLOYS, LTD.**, Boden Works, Chard, Som. Chard 2341; Dualloys, Phone, Chard.

Plain, self-lubricating and other bearings; sintered engine components; chill-cast phosphor bronze; bearing metal ingots.

Sales Manager, **F. W. Jackson.** In attendance, **J. W. Warrington**, Managing Director; **G. Boulter, R. J. Price.**

369. **EARLE, BOURNE AND CO., LTD.**, 20-23, Lincoln's Inn Fields, London, W.C.2. Holborn 0194; Earlbotube, Holb, London.

E.B. copper and brass tubing, channels, sections and strip sheet for manufacturing purposes, such as radiators, tanks and other press work.

Director, **A. Murray.** In attendance, **S. J. Heather, J. R. Raindle.**

376. **E.N.V. ENGINEERING CO., LTD.**, 4-5, Hythe Road, Willesden, London, N.W.10. Ladbroke 3622; Envied, Wesphone, London.

Hypoid and spiral bevel crown wheels, pinions and assemblies, balance gear assemblies, hypoid live axles, camshafts, and the like.

In attendance, **L. Calisch.**

373. **EWARTS, LTD.**, Burnt Tree Works, Dudley, Worcs. Dudley 2567; Ewarts, Dudley.

Oil, petrol and water cocks, filters, filler caps, dipsticks, pipe assemblies in brass, copper and steel, general repetition and press work.

363. **FARNBOROUGH ENGINEERING CO., LTD.**, Farnborough, Kent. Farnborough, Kent, 789; Tranco, Farnborough, Kent.

Engine valves for all types of internal-combustion motors, valve guides and springs.

Sales Manager, **D. A. W. Lewis.** In attendance, **J. G. Barratt, K. J. Stocker.**

295. **FERODO, LTD.**, Chapel-en-le-Frith, Stockport. Chapel-en-le-Frith 250; Ferodo, Chapel-en-le-Frith, Buxton.

Ferodo brake and clutch linings, fan belts, brake testers, bushes, discs and engine mountings, plastic gears, Bendix, Girling and Lockheed replacement brake shoes, and the like.

Sales Manager, **E. R. Pochin.** In attendance, **E. B. Knee, J. D. Milliner** (S. and N. London Area Managers).

279. **FIRTH, THOS., AND JOHN BROWN, LTD.**, Atlas Works, Sheffield, 4. Sheffield 20081; Atlas, Telex, Sheffield.

Alloy steel castings and forgings, and component parts and fittings made therefrom.

289. **FORGINGS AND PRESSWORK, LTD.**, Birch Road, Witton, Birmingham, 6. East 1262.

Light forged components, such as gear blanks, con. rods, rocker and axle shafts and tubes, crown wheels and pinions, brackets, and cover-plates.

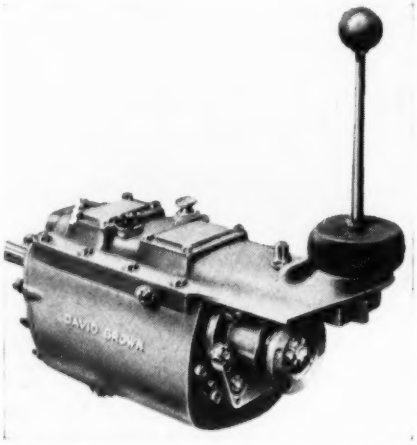
Sales Manager, **R. M. Wilkinson.** Also in attendance, **W. Mack, D. E. Smith.**

353. **GANDY, LTD.**, Wheatland Works, Wallasey, Ches. Wallasey 9574; Gandy, Birkenhead.

Brake and clutch linings; Gandybonded brake shoes; fan belts, flexible couplings, chassis and bonnet packing, stair treads, pump couplings and pedal pads.

Sales Manager, **M. H. Good.**

359. **GEAR GRINDING CO., LTD.**, Cranmore




**David Brown four-speed gearbox (Stand 246).**

★ Hermetically sealed against moisture—the major cause of ignition failure
★ Oil-filled for permanent insulation and better heat dissipation
★ Improved top gear acceleration and flexibility
★ Reliable engine starting and low-speed performance
★ Guaranteed for 2 years

For more than 10 years car users all over the world have enjoyed the greater reliability and maximum performance of these Delco-Remy hermetically sealed Oil-Filled Coils. These "time-tested" products are now manufactured in England with exclusive Delco-Remy patented machines and processes

LIST PRICE 36/- 6 AND 12 VOLT

*From your usual Wholesaler and Electrical Specialists*

DELCO-REMY-HYATT
DIVISION OF GENERAL MOTORS LTD
GROSVENOR ROAD · LONDON · S.W.1

**SELL BETTER, SAFER, *CHEAPER* MOTORING!**

With Churchill equipment you can give your customers the most comprehensive and up-to-date Wheel Service at competitive charges.

Churchill equipment is backed by Churchill service and sales promotion aids.

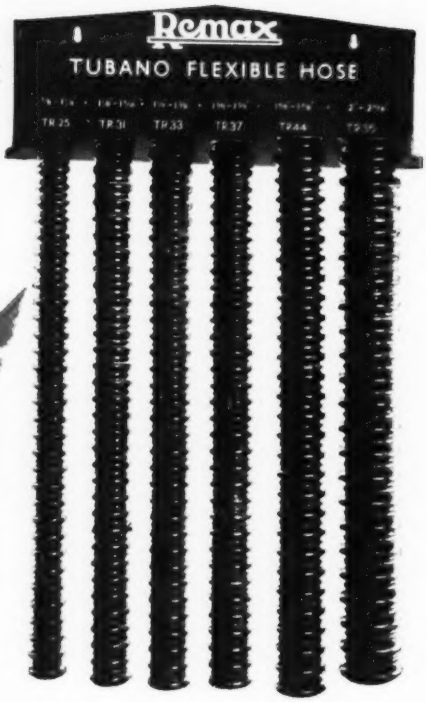
Ask us to supply full details and arrange a demonstration. No obligations, of course.

**STAND No. 485, EARLS COURT**

**V. L. CHURCHILL & CO. LTD., WALNUT TREE WALK, LAMBETH**

ROUND
WHEEL SERVICE
OLC
NORTH, LONDON, S.E.11

# Remax Tubano FLEXIBLE hose Radiator




**Remax Tubano Hose Rack No. SC151**

Introduced at the 1950 Show Tubano has been accepted as the complete answer to Radiator Hose problems. Because of world wide demand we suggest that you order supplies for the winter from your Wholesaler without delay.

REMAX

REMAX HOUSE, ALFRED PLACE, LONDON, W.C.1

*TELEGRAPH: REMAXITY WESTCENT LONDON*

# CHASSIS COMPONENTS

Boulevard, Shirley, Birmingham. Shirley 2231; Orcutt, Birmingham.

Ground gears, splined shafts, gear-measuring tools, and specimen gearboxes.

288. **GIRLING, LTD.**, King's Road, Tyseley, Birmingham, 11. Acocks Green 2831; Wonder, Birmingham.

Girling mechanical and hydraulic brakes; Hydrastatic self-adjusting disc brake; hydraulic dampers; brake components; clutch actuating hydraulic cylinders; Girling Bijur lubricating equipment.

**New.**—Hydrastatic disc brake; PVN piston damper.

233. **GLACIER METAL CO., LTD.**, 368, Ealing Road, Alperton, Wembley, Middx. Perivale 4271; Beaucoup, Wesphone, London.

Bearings, bushes, die-cast parts, washers, bronze bar, tin and lead-base whitemetals and like supplies for the trade.

**New.**—Glacier centrifugal oil filter.

Sales Director, **D. W. Plaistowe.**

227. **GOODYEAR, W., AND SONS, LTD.**, Fort Dunlop, Erdington, Birmingham.

Spoked and ventilated disc type car wheels, well-base rims.

259. **GUEST, KEEN AND NETTLEFOLDS (MIDLANDS), LTD.**, 24, Heath Street, Birmingham, 18. Smethwick 1441; Nettlefolds, Birmingham.

Bright and black nuts, bolts, washers, screws, pins, rivet bushes, and kindred repetition work in an extensive variety.

223. **HALL AND HALL, LTD.**, Oldfield Works, Oldfield Road, Hampton, Middx. Molesey 2180; Hallite, Hampton, Middx.

Hallite engine jointing, gaskets, Phiberoid oil and petrol jointing, cork inserts, hose connectors, rubber extrusions, and the like.

**New.**—Hallite universal oil seals.

292. **HALL AND NIELSEN, LTD.**, Beaver Mills, East Garden Street, Bury, Lancs. Bury 953; Brakes, Bury.

Bramec brake and clutch linings, brake shoes and clutch plates, bonded on the Brabond rivetless process.

In attendance, **B. C. and R. S. Hall, N. Mountford, W. Pike, F. Suthurst, C. J. Diplock.**

242. **HARDY, SPICER AND CO., LTD.**, Birch Road, Witton, Birmingham, 6. Birchfields 4504; Autojoints, Birmingham.

Hardy Spicer standard universal joints and propeller shafts, in various sizes; reversed sleeve drive shafts.

293. **HEPWORTH AND GRANDAGE, LTD.**, St. John's Works, Bradford, Yorks. Bradford 29595; Rings, Bradford.

Hepolite pistons, rings, pins, and cylinder liners.

**New.**—Oilmaster ring set.

Sales Manager, **J. H. Mallinson.** Also in attendance, **E. Hepworth**, Sales Director; **J. L. Hepworth**, Technical Director.

445. **HOBBS TRANSMISSION, LTD.**, Sydenham House, 78, Russell Terrace, Leamington Spa. Leamington 2082; Hobbsgears, Leamington Spa.

Hobbs epicyclic automatic change-speed gear system, with sectional assemblies, showing construction and operation.

**New.**—Fully automatic transmission.

Sales Manager, **B. L. Oldfield.** Also in attendance, **H. F. Hobbs, H. Lord.**

226. **HOYT METAL CO., OF GREAT BRITAIN, LTD.**, Deodar Road, Putney, London, S.W.15. Vandyke 0406; Profanity, Phone, London.

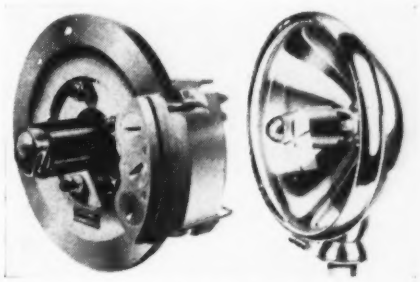
Anti-attrition bushes, bearings, non-ferrous metal supplies, solders, fluxes and other kindred products.

405. **HUGHES - JOHNSON STAMPINGS, LTD.**, Langley Green, Birmingham. Broadwell 1361; Engines, Langley.

Dropforged components in bronze, steel, copper, aluminium-alloy, magnesium, and nickel-chrome alloys.

236. **JACK, E. J., LTD.**, 154, Camden High Street, London, N.W.1.

Tafnir ball bearings; Kilian unground bearings; needle and roller bearings, plummer blocks, and the like.



**(Left) Girling disc brake (Stand 288). (Right) Lucas SLR700S headlamp (Stand 250)**

# CHASSIS COMPONENTS

282. **JAMES, W. G., LTD.**, 32-38, Osnaburgh Street, London, N.W.1. Euston 5461; Mecanicien, London.

Engine valves in special steels, precision forged components, valve guides, springs, cotters and caps.

**New.**—Valve-ends hardened by high-frequency induction process.

In attendance, **W. G. James** (by appointment), **N. Baish, W. Denton, N. Fineberg, L. A. Green.**

361. **KENILWORTH MANUFACTURING CO., LTD.**, Hermetite Works, Tavistock Road, West Drayton, Middx. West Drayton 3047; Usefulness, West Drayton.

Hermetite jointing compounds, metallic and other paints, metal sealing putty, shock absorber and brake oils and other kindred products, including 5400 alloy-cylinder head jointing.

Sales Manager, **G. L. Riseley.** In attendance, **C. Calvert, A. G. Hayward, L. H. Le Vay,** and others.

278. **KLINGER, RICHARD, LTD.**, Klingerit Works, Sidcup, Kent. Footscray 3022; Klingerit, Sidcup.

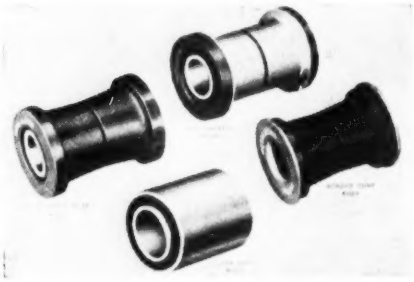
Klingerit compressed asbestos sheet jointings; asbestos-synthetic rubber bonded sheet jointing; general motor jointing; gaskets, washers and sealing strips; anti-friction laminated spring graphited interleaving, and like specialities.

Sales Manager, **H. Head.** In attendance, **W. Banks, L. H. Spratt, R. Golding, R. F. Shorter.**

357. **LAKE AND ELLIOT, LTD.**, Albion Works, Braintree, Essex. Braintree 81; Lake, Braintree.

Millennium hydraulic jacks and steel castings; Midas screw jacks; Millenite brake drums.

Sales Manager, **L. D. Morgan.** Also in attendance, **C. J.** and **P. B. Lake, E. L. Elliot, E. Smith, L. Worsley-Dands.**



**Metalastik bushes for independent suspension systems (Stand 303).**

266. **LAYCOCK ENGINEERING, LTD.**, Victoria Works, Millhouses, Sheffield, 8. Sheffield 70041; Invention, Sheffield.

Layrub cardan shafts, universal joints and clutch-plates; Laycock-de Normanville overdrive gears; and specimens of machining, castings and drop-forgings.

229. **LAYSTALL ENGINEERING CO., LTD.**, 53, Great Suffolk Street, London, S.E.1. Waterloo 6141; Internally, Souphone, London.

Cromard chrome-plated steel cylinder liners, replacement and production crankshafts and other components, reconditioned engine and chassis assemblies, axle-springs, and specimens of welding work.

Sales Manager, **B. de Mattos.** Also in attendance, **W. H. Fullerlove.**

309. **LEY'S MALLEABLE CASTINGS CO., LTD.**, Vulcan Ironworks, Colombo Street, Derby. Derby 45671; Leys, Derby.

Black Heart malleable iron castings, Lepaz pearlitic malleable iron cast parts and components.

Sales Manager, **G. H. Parkinson.** Also in attendance, **K. Bowd, G. L. Nesbit.**

315. **LINDLEY, C., AND CO., LTD.**, 34, Englefield Road, London, N.1. Clissold 0643; Beavoir, Nordo, London.

Examples of repetition work, such as turned bolts and nuts, components, and the like.

Sales Manager, **G. Brooke.** Also in attendance, **H. A. Ball, R. L. Ballantine, H. B. Gilpin, F. Elliott,** and others.

368. **LOCKHEED HYDRAULIC BRAKE CO., LTD.**, Tachbrook Road, Leamington Spa. Leamington 2700; Lockheed Leamington.

Lockheed Phase II hydraulic brakes, in various drum diameters from 7in. to 12in.

Sales Manager, **F. Rowarth.**

285. **MANGANESE BRONZE AND BRASS CO., LTD.**, Elton Park Works, Hadleigh Road, Ipswich, Suffolk. Ipswich 55415; Oilite, Ipswich.

Self-lubricating bearings, oil filters, non-ferrous metals supplies, motor-boat shafting and propellers.

372. **MARSTON EXCELSIOR, LTD.**, Fordhouses, Wolverhampton.

Car radiators and blocks, heaters, oil and

**AT STAND 493 FIRST FLOOR,**
**you can see STENOR**

Vulcanizers
Vulcanizing Repair Material
Tyre Spreaders
Tube-Testing Tanks
Ignition Testers

**AT STAND 497 FIRST FLOOR,**
**you can see "WANDESS"**

Boring Bars
Riveting and Grinding Machines
Drilling Machines
Centre Lathes

**THE MOTOR SHOW,**
**EARLS COURT, OCT. 22 — NOV. 1**

**Stenor**

STENOR LIMITED · RICHMOND · SURREY

*BRANCHES:* Stenor Limited · 194, Corporation Street, Birmingham, 4
Stenor Limited · 13, East Parade, Leeds, Yorks.
Stenor Limited · 48, West Princes Street, Glasgow, C.4.

*ALSO:* DUBLIN · STOCKHOLM · COPENHAGEN · DURBAN · SYDNEY
JOHANNESBURG · BROOKVALE (N.S.W.) · SAO PAULO (BRAZIL)

CRC 16 SM

# CHASSIS COMPONENTS

water coolers, fuel tanks and other kindred sheet-metal products.

303. **METALASTIK, LTD.**, Evington Valley Road, Leicester. Leicester 37281; Metalastik, Leicester.

Metalastik bushes for i.f. suspension and other purposes, engine mountings, torsional vibration dampers, transmission couplings, and the like.

**New.**—Metacone coil spring insulator; improved i.f.s. bushes; body mounting element.

Sales Manager, **H. E. M. Hefford.**

312. **MIDLAND MOTOR CYLINDER CO., LTD.**, Birmid Works, Dartmouth Road, Smethwick, Staffs. Smethwick 1431; Rafwork, Smethwick.

Chromidium cylinder and head castings, air- and water-cooled; brake drums; moulded camshafts, and other like products.

Sales Manager, **H. Hopkins.** Also in attendance, **F. H. Mayland, W. J. Norton, H. R. Perkins.**

299. **MORGAN, CROSSLEY, AND CO., LTD.**, Tenoid Works, Hulme, Hall Lane, Manchester, 10. Collyhurst 1711; Wick, Manchester.

Tenoid brake and clutch linings; relined brake shoes and clutch plates; webbing, luggage straps, and the like.

1. **MOSS GEAR CO., LTD.**, Crown Works, Tyburn, Birmingham, 24. Erdington 1661; Mosgear, Birmingham.

Change-speed gearboxes, hypoid live axles and differentials, crown wheels, pinions, camshafts and general gear work.

222. **NEWTON AND BENNETT, LTD.**, Valetta Road, Acton, London, W.3. Shepherd's Bush 3443; Newsorber, Ealux, London.

Newton telescopic shock absorbers, cushion clutch plates, and centrifugal clutches.

Sales Manager, **J. H. Naden.** Also in attendance, **N. B. Newton, R. Leggott, G. Penfold,** and others.

**Every effort has been made to ensure the accuracy of this guide, but alterations to Stand arrangements are sometimes made at the last moment.**

398. **NEWTON, L. H., AND CO., LTD.**, Nechells, Birmingham, 7. East 1551; Bolanut, Birmingham.

Automatic and capstan work, e.g., bolts, nuts, screws and rivets, washers; light wire work and general press work.

352. **OMES, LTD.**, Beverley Works, Willow Avenue, Barnes, London, S.W.13. Prospect 2291; Omesheatly, Put., London.

Electrically forged parts and components, such as gear blanks, axle and cam shafts, torsion bars, rocker and steering shafts.

Sales Director, **A. L. Waugh.**

281. **PAYEN, J., LTD.**, 228, Berwick Avenue, Trading Estate, Slough, Bucks. Slough 24042; Joinpajus, Slough.

Gaskets and joints, packings in various materials, oil seals, and the like.

General Sales Manager, **E. E. Benwell.** Also in attendance, Messrs. **Christie, Knox-Evans,** and others.

423. **PERRY BARR METAL CO., LTD.**, Shady Lane, Great Barr, Birmingham, 22A. Great Barr 1794; Perbarmet, Birmingham.

Aluminium alloy die and sand castings, such as gearboxes, oil pans, brake parts, pump and filter cases, clutch housings, balance gear carriers, and the like.

Acting Sales Manager, **B. T. Smith.**

271. **PHILIDAS, LTD.**, Great North Road, Ferrybridge, Knottingley, Yorks. Knottingley 320; Whitehouse, Knottingley.

Philidas self-locking nuts, in various types and sizes.

Manager, **T. S. Nethersole.** In attendance, **H. R. Davies** and **E. West,** Midland and Southern Managers.

263. **PROJECTILE AND ENGINEERING CO., LTD.**, Acre Street, Battersea, London, S.W.8. Macaulay 1212; Profectus, Clapham Road, London.

Pressed steel components and fittings, Austin and Humber chassis frames.

264. **QUALCAST, LTD.**, Victory Road, Derby. Derby 2460; Qualcast, Derby.

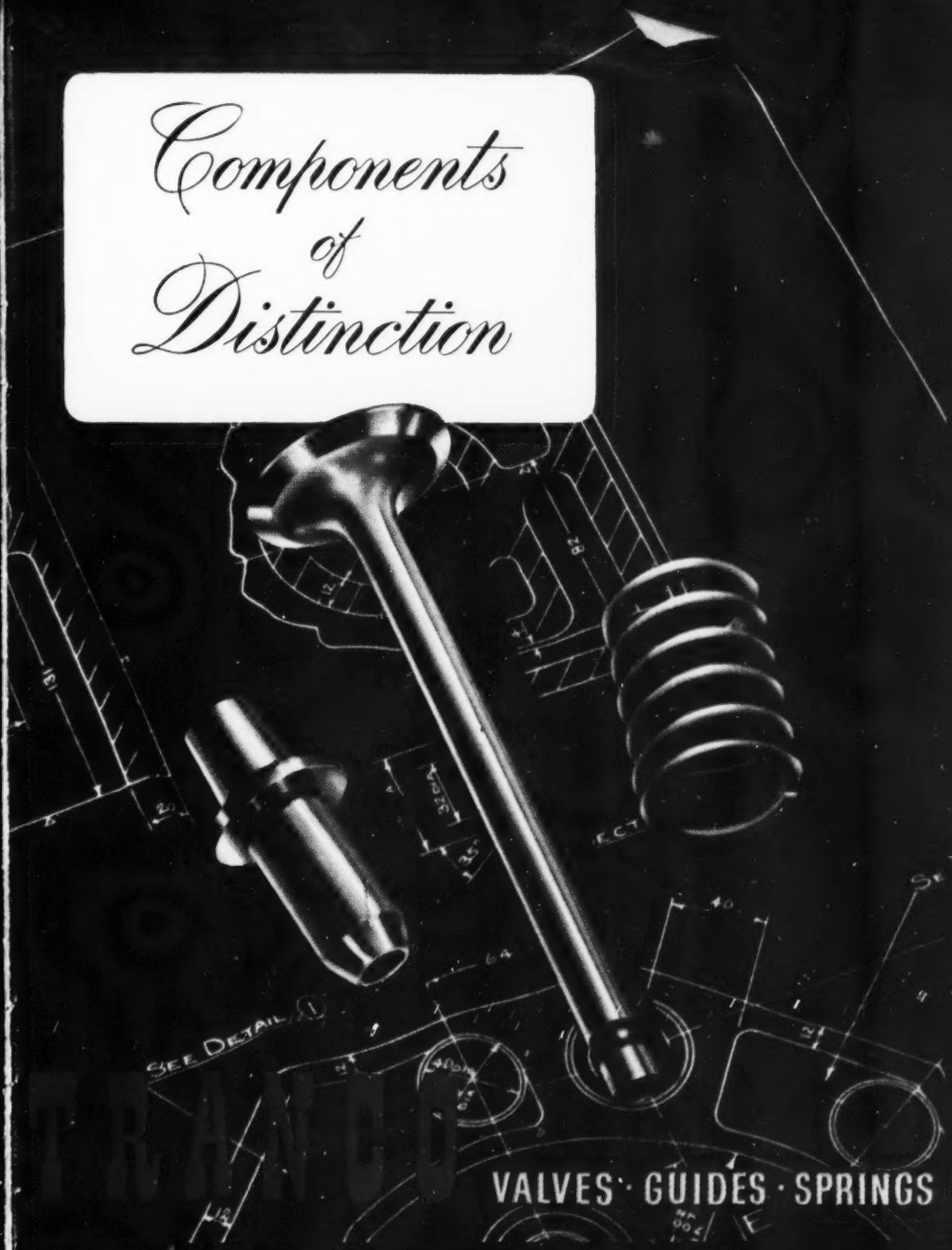
Ferrous die-cast components and fittings; grey iron castings, such as crankshafts, engine parts, brake drums, valve guides, and kindred products.

Sales Manager, **R. H. Harris.** In attendance, **A. Dyos, F. A. Swabey, W. Turner.**

301. **RAYBESTOS-BELACO, LTD.**, Everite House, Southwark Street, London, S.E.1. Waterloo 7031; Raybelac, Sedist, Lond.

Brake and clutch linings, fan belts, rivets and riveting tools, and like products.

# *Components of Distinction*




VALVES · GUIDES · SPRINGS

*Manufactured by* **FARNBOROUGH ENGINEERING CO. LTD.** *Farnborough, Kent*

MIDLAND SERVICE DEPOT, COURT STREET, LEAMINGTON SPA

*For other areas:* **EDMUNDS WALKER & CO. LTD.** *Main Service Distributors*

*ALSO STOCKED BY LEADING FACTORS*

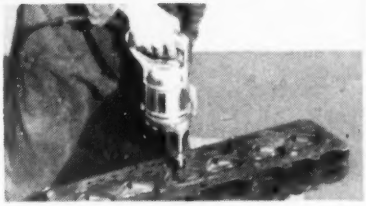
**MOTOR SHOW**

**STAND 363**

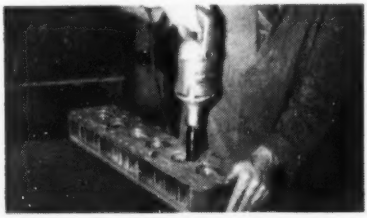
# Black & Decker POWER for RAPID ENGINE RECONDITIONING

The B & D Portable Valve Shop wheels right up to the job.

Cut out fatiguing hand-work, cut out time-wasting inefficiency, cut out trial and error with a Black & Decker Portable Valve Shop. The 'Valve Master' will reface all popular sized valves to any angle with mirror smooth finish—*in seconds!* The 'Vibro-Centric' tool will perfectly match the seat or insert, without lapping in. Carbon removing Kit rapidly de-cokes valve guides, ports, blocks and pistons, used with a ¼" B & D Drill. An attachment is available for grinding tappets, valve stems and rocker arms on the 'Valve Master'. Send for Illustrated Catalogue of entire range of B & D Portable Electric Tools.



A ¼" B & D Drill and Carbon Removing Brush, rapidly and safely cleans cylinder head and valve ports.



'Vibro-Centric' grinder removes minimum amount of metal. Lapping-in is not necessary as concentric grinding ensures perfect match with the valve.

*Visit* **STAND No. 489**

*The First choice of Craftsmen the world over*

VALVE RECONDITIONING EQUIPMENT : DRILLS SCREWDRIVERS : GRINDERS SANDERS : VITRIFIERS & BENCH GRINDERS ETC.

LEADING DISTRIBUTORS EVERYWHERE SELL

Black & Decker

PORTABLE ELECTRIC TOOLS

BLACK & DECKER LTD., HARMONDSWORTH, MIDDX. PHONE: WEST DRAYTON 2601-7

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*Smee's M.2*

## CHASSIS COMPONENTS

439 **REGENT AXLE CO.**, Walshaw Street, Burnley, Lancs. Burnley 2478; Regent-axle, Burnley.

Regent axle shafts, crown wheels, pinions and gears.

Sales Manager, **H. Brierley.**

391. **REMAX, LTD.**, 3-7, Alfred Place, Tottenham Court Road, London, W.C.1. Museum 6512; Remaxity, Westcent, London.

Remax electrical and mechanical components such as coils, condensers, fuel pump equipment, radiator and petrol hose, springs, bushes, axle shafts, and gears.

**New.**—Range of fog, spot, driving and other lamps.

245. **RENOLD AND COVENTRY CHAIN CO., LTD.**, 28, Deansgate, Manchester, 3. Deansgate 6465.

Petrol and oil engine camshaft drives, chain tensioners, pinions and wheels, servicing tools.

234. **RUBERY, OWEN AND CO., LTD.**, Darlaston, S. Staffs. Darlaston 130; Ruberowen, Telex, Darlaston.

Pressed steel chassis and kindred components, axles, caravan and trailer axles, axle assemblies, wheels, fuel tanks, turned repetition work, such as nuts and bolts.

393. **SALISBURY TRANSMISSION, LTD.**, Birch Road, Witton, Birmingham, 6. East 1459; Salisaxle, Birmingham, 6.

Salisbury hypoid live axles and assemblies, independent drive units.

**New.**—Type 6HA axle; type 4HA, superseding type 2HA unit.

Commercial Manager, **A. E. Dew** (Director).

386. **SALTER, GEO., AND CO., LTD.**, High Street, West Bromwich. West Bromwich 1331; Salters, West Bromwich.

General spring and wire work, including tension, torsion and compression springs, pressings, and the like.

**New.**—Salter laminated torsion bar.

231. **SANKEY, JOSEPH, AND SONS, LTD.**, Hadley Castle Works, Wellington, Salop.

Pressed steel chassis components, body panels, wheels and welded assemblies.

296. **SERCK RADIATORS, LTD.**, Warwick Road, Greet, Birmingham, 11. Victoria 0531; Serckrad, Birmingham.

Press work, including radiators, copper tubing, radiator elements, tanks, heat exchangers, and oil coolers.

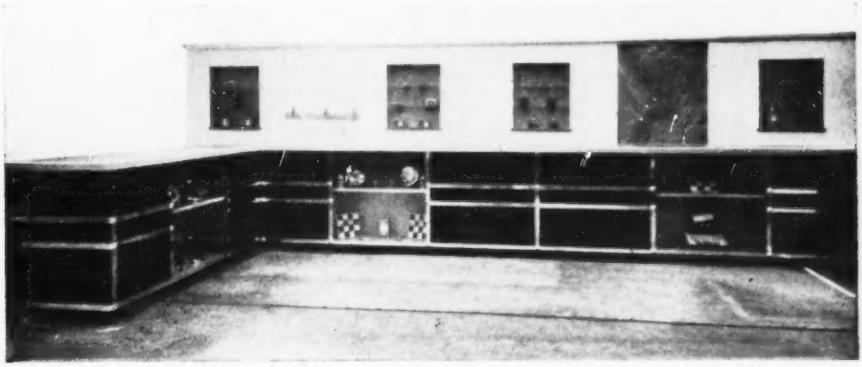
Sales Manager, **W. Rose.** Also in attendance, **R. L. Colley, W. J. Hammond, G. Shelton.**

275. **SERVAIS SILENCERS, LTD.**, Ashford Works, Ashford Road, Cricklewood, London, N.W.2. Gladstone 6789; Servais, London.

Servais intake and exhaust silencers, exhaust pipes, clips and fittings; Cintique seats.

308. **SHEEPBRIDGE ENGINEERING, LTD.**, Sheepbridge Works, Chesterfield. Chesterfield 5471; Centrifugal, Chesterfield.

Iron castings, such as crank and cam shafts, piston pins and rings, valves and guides, valve-seat inserts, aluminium alloy



**Bertram Thomas service counter (Stand 461).**

# CHASSIS COMPONENTS

castings, pistons, and powder-metal products.

307. **SHEEPBRIDGE STOKES, LTD.**, Sheepbridge Works, Chesterfield. Chesterfield 5471; Centrifugal, Chesterfield.

Cylinder liners in alloy-cast irons; liner, piston ring, valve-seat, brake drum, bush and other centrifugal castings.

9. **SILENCERS (BOLTON), LTD.**, Waterloo Street, Bolton. Silencers, Bolton.

Silencer boxes, assemblies, pipes, flexible repair bends.

Sales Manager, **H. Catherall.** In attendance, **H. Finch, W. Roper, F. Wheatley.**

343. **SILENTBLOC, LTD.**, Victoria Gardens, Ladbroke Road, London, W.11. Park 9821; Silentbloc, Nottarch, London.

Silentbloc flexible bearings and couplings, shackles, bonded fittings, anti-vibration mountings, quick-release connectors, and Frustacon mountings.

In attendance, **G. C. Blackwell, F. Clayton, E. T. Dawson, C. R. Wastie.**

260. **SMALL AND PARKES, LTD.**, Hendham Vale Works, Harpurhey, Manchester, 9. Collyhurst 2511; Packless, Manchester.

Don brake and clutch linings, tapes and webbings, fan and dynamo belts, pump packings, jointings, hose, strapping, and the like.

290. **SMITHS JACKING SYSTEMS, LTD.**, Jackall Works, Edgware Road, Cricklewood, London, N.W.2. Gladstone 6671; Toggle, Crickle, London.

Built-in 4-wheel car jacking system, also portable jacks.

**New.**—Electro-hydraulic hood lifting and lowering equipment for coupe bodies.

Sales Manager, **E. W. Healey.** Also in attendance, Director **H. Smith** and others.

216. **SMITH'S STAMPING WORKS (COVENTRY), LTD.**, Ribble Road, Coventry.

Press, drop and upset steel forgings, such as crankshafts, stub and front axles, connecting-rods and gear blanks.

218. **SOLEX, LTD.**, Solex Works, 223-231, Marylebone Road, London, N.W.1. Paddington 5011; Solexcarb, London.

Solex carburetters in all models, replacement and spare parts kits.

Sales Manager, **R. O'Clarey.** Also in attendance, **F. J. Spencer, J. S. Harrison, P. Moore, H. Henson.**

367. **STEINER, E., LTD.**, 86, Snow Hill, Birmingham, 4. Central 8101; Dingdong, Birmingham.

Fittings and components, e.g., axle shafts, crown wheels, pinions, brake cables, flexible engine mountings, petrol tubing, shackle pins, hub caps, bushes, pins, and the like.

336. **STERLING METALS, LTD.**, Northey Road, Foleshill, Coventry. Coventry 89031; Stermet, Phone, Coventry.

Cast-iron cylinder heads and blocks; light alloy sand and permanent mould castings in aluminium and Elektron magnesium.

Sales Manager, **F. Carpenter.** In attendance, **C. Van Eugen, D. C. Harding, M. A. Pugh.**

235. **S.U. CARBURETTER CO., LTD.**, Wood Lane, Erdington, Birmingham, 24. Erdington 2150; Carburflex, Birmingham.

S.U. carburetters and fuel pumps, together with components and fittings.

345. **SUPER OIL SEALS AND GASKETS, LTD.**, Birmingham Factory Centre, King's Norton, Birmingham, 30. King's Norton 2041; Oilseal, Birmingham.

Oil seals, pump seals, cup rings, washers, hose, and mechanical mouldings and bondings.

330. **TEMPERED SPRING CO., LTD.**, Warren Street, Sheffield, 4. Sheffield 21333; Tempered, Sheffield.

General light press and wire work, including coil suspension, clutch and valve springs, seat springs, bumper brackets, and other like specialised items.

In attendance, **W. E. Fryer, C. L. Metcalfe, A. J. Young.**

415. **TERRY, HERBERT, AND SONS, LTD.**, Novelty Works, Redditch, Worcs. Redditch 61; Springs, Redditch.

Light wire and press work, e.g., valve and other springs, clips, spring-greasers, flexible shaft equipment, cables, spanners, washers, and Anglepoise garage lamps.

Sales Manager, **J. A. Darby.** In attendance, **D. E. Terry, A. R. Ball** (London Manager), **R. H. Chambers, R. T. Ireson, E. J. Marriott.**

370. **THOMPSON, JOHN, MOTOR PRESSINGS, LTD.**, Beacon Works, Davis Street, Wolverhampton. Bilston 41121; Motoframe, Wolverhampton.

Pressed steel parts, fittings and components, including Daimler and Rover chassis assemblies.

Sales Director, **H. E. Tudor.** In attendance, **E. Smith.**

SLI.64

Are you making use of the service this sign offers? Having behind you the biggest, most comprehensive Battery Service in the country means, from your customers' point of view, that *you* offer that service. Means that, locally, *you're* the man who can tackle any battery repair—who can always produce the right battery for any car—who can replate any make of battery in less than a couple of hours! You should use this service to the full. It pays.

***Service Features***

★ *Fast deliveries all over the area.*

★ *Comprehensive stocks.*

★ *Full repair facilities and equipment.*

★ *Factory-trained personnel.*

★ *Fixed charges for all jobs.*

★ *The fastest replatal service available to the trade.*

★ *Expert technical advice.*

*Visit us at the* MOTOR SHOW
STAND 371

One of a series of announcements detailing Exide Service features

Issued by CHLORIDE BATTERIES LIMITED

Exide Works, Clifton Junction, near Manchester

## CHASSIS COMPONENTS

429. **TRANSPORT BRAKES, LTD.**, Bath Road, Brislington, Bristol, 4. Bristol 76077; Transport, Bristol.

T.B.L. brake and clutch linings; boxed sets; clutch stops, washers, discs, plastic friction materials, aluminium, copper and brass rivets.

Sales Manager, **H. E. Trist**. In attendance, **K. W. Bell, H. R. Burton, R. J. Elmes, G. L. Hardie, W. T. Wilkes.**

364. **TRIST, HUBERT, H. P., AND CO., LTD.**, Top Dog Works, Brislington, Bristol, 4. Bristol 77093; Top Dog, Bristol.

Top Dog brake and clutch linings.

Sales Manager, **A. J. Cogan** (Director). Also in attendance, **J. G. Remington.**

268. **VANDERVELL PRODUCTS, LTD.**, Western Avenue, London, W.3. Acorn 2251; Steelbak, London.

Steel-backed bearings and bushes in a representative selection.

In attendance, **P. Douglas, E. W. Johnson.**

300. **VOKES, LTD.**, Henley Park, Guildford, Surrey. Guildford 62861; Vokesacess, Guildford.

Air, oil and fuel filters, exhaust silencers; Gasmaster distribution rectifier; air-conditioning filters for spraying booths and engine test rooms.

Sales Manager, **J. Cairns**. In attendance, **T. Cathie.**

383. **WELLWORTHY, LTD.**, Radial Works, Stamford Road, Lymington, Hants. Lymington 520; Wellworthy, Lymington.

Wellworthy pistons, rings and pins; cylinder-liners; Al-Fin bimetallic bonding process; valve-seat inserts; Wellseal jointing compound, and bearings in aluminium alloy.

269. **WOODHEAD, JONAS, AND SONS, LTD.**, 177, Kirkstall Road, Leeds, 4. Leeds 20814; Forge, Leeds.

Woodhead-Monroe Fluid Cushion shock absorbers, suspension units, torsion and sway bars, coil, disc and leaf springs.

225. **ZENITH CARBURETTER CO., LTD.**, Honeypot Lane, Stanmore, Middx. Wordsworth 4343; Zenicarbur, Norphone, London.

Zenith and Stromberg carburetters; conversion outfits; Master testing carburetters; spare-parts cabinets.

Sales Manager, **L. J. Spencer**. In attendance, **F. Applegate**, Export Manager; also area managers.

60. **ZINC ALLOY RUST-PROOFING CO., LTD.**, Shakespeare Street, Wolverhampton. Wolverhampton 20647.

Components, fittings and accessories rust-proofed by the Sherardizing process.

# Coachbuilders' Supplies

291. **BAMBERGERS, LTD.**, 27-28, Finsbury Square, London, E.C.2. Monarch 4466; Bambergers, Ave, London.

Coachbuilders' supplies, such as hard and soft timber, veneers, plywoods, and wallboard.

241. **BEATON, G., AND SON, LTD.**, Beatonson House, Victoria Road, Willesden, London, N.W.10. Elgar 7144; Beatoneen, Harles, London.

Beatonson windscreens, louvres, ventilators, windows for cars, caravans, and boats, seating, and other body fittings.

293 **BOYRIVEN, LTD.**, 54-56, Torrington Place, London, W.C.1. Langham 6265; Boyriven, Westcent, London.

Coach hardware, upholstery and leather cloths, carpeting, mats, loose covers, rugs, and kindred supplies.

Sales Manager, **C. Espinasse.**

387. **BRIFEX, LTD.**, Ashtead, Surrey. Ashtead 32; Brifex, Ashtead.

Leathercloths for upholstery and panelling, in various grains, colourings and qualities.

92. **BRITISH INDESTRUCTO GLASS, LTD.**, 27-29, Park Royal Road, Willesden, London, N.W.10. Elgar 7761; Indestructo, Harles, London.

Curved and toughened windscreens, laminated Vinyl safety glazing.

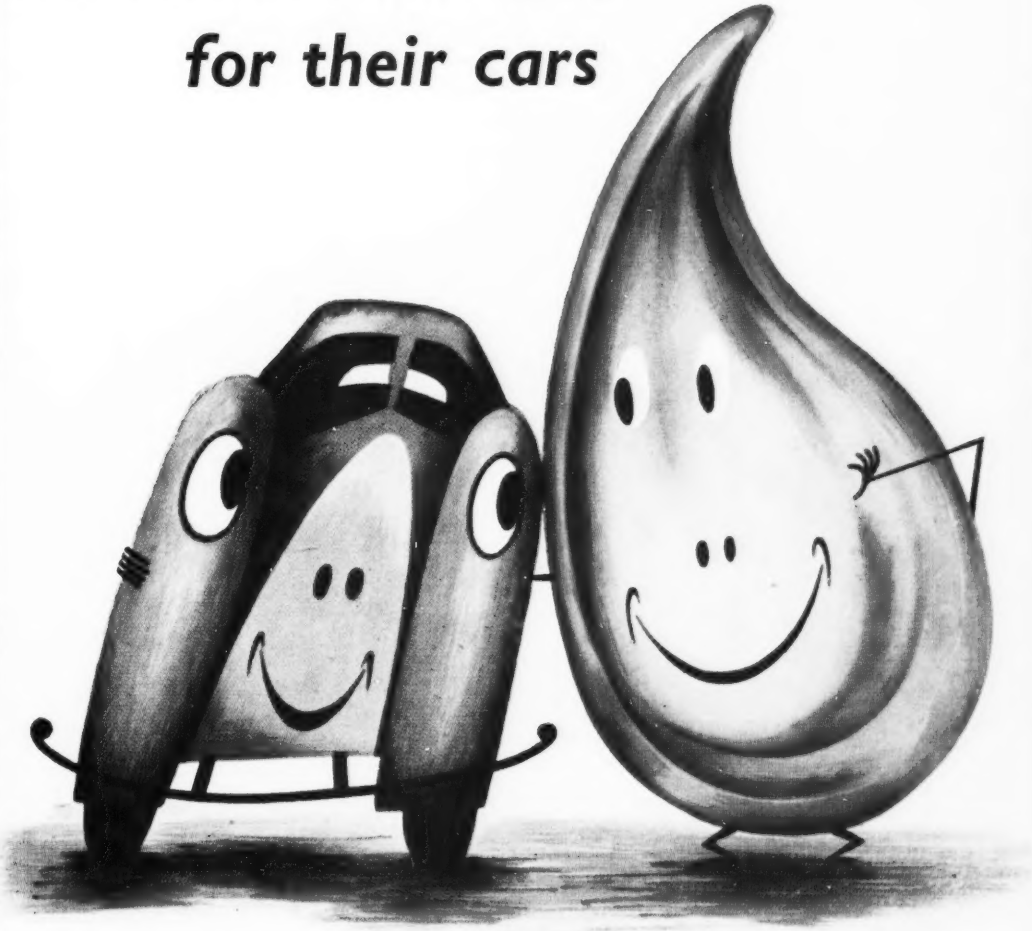
Sales Manager, **Lord Strathcarron**. In attendance, **G. E. Astbury, J. Moriarty.**

270. **BROADFIELDS GARAGE AND ENGINEERING CO., LTD.**, Standard House, Cockfosters, Herts. Barnet 7301.

Perfit loose car-seat covers; mechanics' protective car covers; Imperial non-wax car polish.

New.—Imperial car polish.

*Motorists who care for their cars*



**Will ask you for**

# ENERGOL

**the oiliest oil**

PRICE'S LUBRICANTS LIMITED

BP

ACCESSORIES
Stand No. 256
GARAGE EQUIPMENT
Stand No. 506

. . . . . STILL the
PROMPTEST FACTORS

INTERNATIONAL MOTOR SHOW-1952

**KERRY'S (Great Britain) Ltd**

*Telephone:* MARyland 6611 *Telegrams:* AKERENE, PHONE, LONDON

WARTON ROAD - STRATFORD - LONDON - E.15

*And Branches*

**Subsidiary: Spare Parts Ltd., Blackburn and Morecambe, Lancs.**

*The New Kerry Motor Catalogue will be displayed on Stand 256. Traders who have not had a copy are invited to leave their trade cards.*

## COACHBUILDERS' SUPPLIES

305. **CHAPMAN, A. W., LTD.**, Ranelagh Gardens, Fulham, London, S.W.6. Renown 1372; Leveroll, Wesphone, London.

Adjustable car-seat mechanisms together with pedestal-type seats, and marine type seating.

252. **CONNOLLY BROS. (CURRIERS), LTD.**, 39-43, Chalton Street, Euston Road, London, N.W.1. Euston 1661; Cowhide, Phone, London.

Vaumol, Celstra, Dulon and other brands of upholstery leather.

**New.**—Dulon coated upholstery and trimming fabrics.

Sales Manager, **B. S. Murphy.**

321. **COOPER AND CO. (BIRMINGHAM), LTD.**, The Barleyfield Site, Brynmawr, Brecons. Brynmawr 312; Felting, Brynmawr.

Felt sheeting, rolls, strips, pads, gaskets, washers, polishing bobs and cones, polishing mops, and the like, together with Croid-Cooper vibration-absorbing, boltless machinery installation system.

403. **COX AND CO. (WATFORD), LTD.**, Watford By-Pass, Watford, Herts. Watford 5631; Coxanco, Phone, Watford.

Body components and fittings, such as windscreens and controls, adjustable tubular seats and seat fittings, specimens of bent tube work.

Sales Manager, **J. Dale.** Also in attendance, **F. S. Martin, H. T. Van Uden.**

238. **DOCKER BROS.**, Rotton Park Street, Ladywood, Birmingham, 16. Edgbaston 4111.

Dockers' stoving and air-drying synthetic and cellulose finishes; wax and liquid cleaning and polishing compounds.

Sales Manager, **P. F. Jones.**

10. **ELLIS, BERNARD J., LTD.**, Apollo Polish Works, Epsom Road, London, E.10. Leytonstone 3771.

Apollo liquid and wax car-body polishes; Hepta car polish.

Sales Manager, **C. D. Davis.** Also in attendance, **B. J.**, and **L. Ellis, A. W. Bass, G. Johnson.**

323. **FIRTH, T. F., AND SONS, LTD.**, Flush Mills, Heckmondwike, Yorks.

Coachbuilding materials and supplies, such as upholstery cloths, repps, carpets, and car rugs.

338. **GENERAL AND INDUSTRIAL PAINTS, LTD.**, 26-27, St. James's Street, London, S.W.1. Whitehall 7134; Ormolac, Piccy, London.

Stoving synthetic and cellulose enamels for the coachmaking industry.

Sales Manager, **F. W. Lown.**

2. **GLIKSTEN, J., AND SON, LTD.**, Carpenters Road, Stratford, London, E.15. Amherst 4444; Gliksten, Phone, London.

Hard and soft woods, panels, veneers, plywood and hardboard for body building and similar work.

331. **HAIRLOK CO., LTD.**, 117, Victoria Street, London, S.W.1. Magna Works, Kathie Road, Bedford.

Hairlok paddings, squabs, sheeting, Texfoam overlays, car seats and like products for interior fittings.

440. **HALFORD, H. AND E., LTD.**, 1501, Pershore Road, Stirchley, Birmingham, 30. Kings Norton 1991; Luxuride, Birmingham, 30.

Car seats, squabs, cushions and trimmings.

Sales Manager, **W. J. Adcock.** Also in attendance, **H. N. Halford, L. A. Ward.**

342. **HALLAM, SLEIGH AND CHESTON, LTD.**, Widney Works, Bagot Street, Birmingham, 4. Aston Cross 0914; Superfine, Birmingham.

Coach hardware, adjustable and other seating, windscreen, glass, foam cushioning, locks, mirrors, visors, window-channels, presswork, and the like.

332. **IMPERIAL CHEMICAL INDUSTRIES, LTD.** (Paints Division), Wexham Road, Slough, Bucks.

Car-body finishes, including Metallichrome, Belco and Dulux compounds.

333. **IMPERIAL CHEMICAL INDUSTRIES, LTD.** (Leathercloth Division), Newton Works, Hyde, Ches.

Vynide and Rexine leathercloths and trimmings for seating and coachbuilding purposes.

90. **INTALOK, LTD.**, Redfern Road, Tyseley, Birmingham, 11.

Intalok spring car seating; caravan and motor-boat mattresses.

443. **KAROBES, LTD.**, Unitas House, 24-25, Livery Street, Birmingham, 3. Central 6357; Karobes, Birmingham.

Karobes range of car-seat covers.

Sales Manager, **L. M. Keegan.**

## COACHBUILDERS' SUPPLIES

395. **LACE WEB SPRING CO., LTD.**, Sandiacre, near Nottingham.

Marshall's lace-web springing and seating, tubular seats, cushioning, and the like.

7. **LATEX UPHOLSTERY, LTD.**, 41, Lonsdale Road, London, W.11. Bayswater 6262.

Latex foam-rubber cushioning for car, caravan and boat upholstery, mattresses, and general seating; loose cushions, and bucket-type car seats.

Sales Manager, **E. G. Barter.** In attendance, **F. E. A.** and **F. H. Gough, J. A. West.**

326. **MANSELL AND ADAMS, LTD.**, Arcadia Avenue, Finchley, London, N.3.

Upholstery cloths, carpeting, coach hardware and fittings.

6. **MASONITE, LTD.**, Bevis Marks House, Bevis Marks, London, E.C.3. Avenue 2846; Etinosam, London.

Masonite Presdwood panelling and insulating board and kindred material for caravans and boats.

414. **MOTOR PANELS (COVENTRY), LTD.**, Holbrook Lane, Coventry. Coventry 88061; Motor Panels, Coventry.

Examples of presswork, including body shells, doors, wings and bonnets.

255. **MUIRHEAD, ANDREW, AND SON**, 273-289, Dunn Street, Glasgow, S.E. Bridgeton 3724; Tanners, Glasgow.

Cow hides prepared for car upholstery purposes.

377. **PINCHIN, JOHNSON AND CO.**, 4, Carlton Gardens, London, S.W.1. Trafalgar 5600; Pinchin, Phone, London.

Synthetic coach finishes and enamels, lacquers and the like.

Sales Manager, **W. Ballinger.**

89. **REGENCY COVERS, LTD.**, 381-389, West Green Road, Tottenham, London, N.15. Bowes Park 6821; Regencover, Southtot, London.

Regency car seat covers, in various materials.

**New.**—Regentex car-seat covering material.

Sales Manager, **G. L. Addis.** In attendance, **H. L. Burgh, D. S. Richardson.**

80. **SILENT CHANNEL CO., LTD.**, Ferrars Road, Huntingdon. Huntingdon 292; Silentchan, Huntingdon.

G.B. flexible and rigid channel, contour and draught strip, and rubber mouldings for coach-building purposes.

382. **SOMIC, LTD.**, Alliance Works, Preston, Lancs. Preston 3011; Somic 3011, Preston.

Cellulose piping cords; Somstrip tacking strip; Somweave upholstery and cushion material.

384. **STEDALL AND CO., LTD.**, Broad Street House, 164, High Holborn, London, W.C.1. Temple Bar 1540; Stedall, Westcent, London.

Body fittings and accessories; upholstery and trimming materials; aluminium extrusions; Willey's Berkley and Speedspray enamels.

**New.**—Safedrive night-driving spectacles.

Sales Manager, **H. V. Gall.** Also in attendance, Messrs. **Cowley, Strong,** and others.

324. **THORNLEY AND KNIGHT, LTD.**, Bordesley Green Road, Birmingham, 9. Victoria 2244; Thornley, Birmingham.

Tekaloyd synthetic enamel and Tekaloid body varnish; Luctoloid cellulose lacquer, Tekavite top-speed enamel.

In attendance, Technical Sales Manager and sales staff.

341. **TRIPLEX SAFETY GLASS CO., LTD.**, 1, Albemarle Street, London, W.1. Regent 8171; Tripsaglas, Telex, London.

Triplex laminated and toughened glazing for screens, windows, visors and the like.

### *Next Week*

**DESCRIPTIONS of the exhibits in the Private Car, Coachwork, Motor-Boat and Caravan Sections of the London Motor Show will be given in our October 25th issue, forming Part 3 of our To-the-Point Trade Guide and Directory.**

**This will be followed, in our November 1st issue, by an analytical review of the tendencies in car design, as revealed by the Earls Court exhibits, by John Armstrong.**

*See last week's issue for Part 1 of the Guide—our Stand-Locator and Gazetteer of Exhibitors.*

# AC Oil Filters

*factory-fitted in over* ***1 million*** *vehicles in Britain!*

## The replacement business is yours!

*Are you getting your full share?*

*Make sure you carry comprehensive stocks of AC filters.*

*Keep them prominently displayed.*

*See that your sales staff are alert to sell replacements at the recommended mileages or when engine oil has become definitely dirty*

| CARTRIDGE TYPES. | |
|---|---|
| Austin A40, to Jan. '52 | ZRIC |
| Austin A40, later | ARI |
| Austin 2 and 5-ton Trucks | ZSIC |
| Bedford Light Vans, '38 to Apr. '52 | ZRI |
| Bedford Trucks, '38 to March '50 | ZSI |
| Commer, '39 to '48, 4 Cyl. | ZSI |
| Commer, '39 to '52, Superpoise | ZSI |
| Ford, 8 and 10 h.p. | FZ2 |
| Ford, Pilot and Trucks | ZSI |
| Humber, to '47 | ZSI |
| Karrier, Model CK3 | ZSI |
| Rover, '47 to '49 and Landrover | ZSI |
| Singer, '45 to '50, exc. 1500 | ZRI |
| Standard, '37 to '39 | ZRI |
| Vauxhall, 25 h.p. | ZSI |
| Vauxhall, '38 to '51 | ZRI |

| REPLACEMENT TYPES. | |
|---|---|
| Bedford Light Vans, after April '52 | LI4 |
| Bedford Trucks, after March '52 | KII |
| Commer, '49 on, 4 Cyl. | LII |
| Ford, Consul and Zephyr | FF5I |
| Fordson Tractor | |
| Engine Oil Filter | FF20 |
| Diesel Oil Filter | FF23 |
| Humber, '48 to '52, Hawk | LII |
| Humber, '48 to '51, others | KII |
| Morris, Minor | FF2I |
| Singer, SM 1500 | MII |
| Sunbeam-Talbot. 10 h.p. and '80' | LI4 |
| Sunbeam-Talbot, 2 Litre and '90' | LII |
| Vauxhall, 52 Square Engine | LI4 |

*The above recommendations show the almost universal use of AC oil filters and will also assist in bringing your stocks up to date.*

*Greatly increased supplies of AC oil filters are now available as the result of increased manufacturing facilities. This will ensure prompt execution of orders placed with your usual source of supply.*

**AC**

**AC-SPHINX SPARK PLUG CO., DIVISION OF GENERAL MOTORS LTD., DUNSTABLE, ENGLAND and Southampton, Hants.**

## COACHBUILDERS' SUPPLIES

**81. TURNER, ERNEST (LONDON), LTD.**, Northdown House, Northdown Street, King's Cross, London, N.1. Terminus 6674; Gorgeous, London.

Upholstery cloths, head linings, carpets, lamps, rugs, and kindred coachbuilding supplies.

In attendance, Sales Manager **A. J. Morris.**

**91. WEATHERSHIELDS, LTD.**, 147-169, Bishop Street, Birmingham, 5. Midland 5876; Quipit, Birmingham.

Sliding roof, head and hood fittings, seat frames, ventilators, bumpers, loose covers, radiator muffs, and other allied car equipment.

**New.**—Cosmic car heater.

**438. WELFIT MANUFACTURING CO., LTD.**, Adelaide Street, Halifax. Halifax 5870.

Kumficar seat covers, carpets, driving-seat pads, garage protector sets.

**New.**—Aircon radiator air-control unit.

Sales Manager, **J. Colman.**

**265. WILMOT-BREEDEN, LTD.**, Amington Road, Birmingham, 25. Acocks Green 3344; Bumpers, Birmingham.

General body fittings and hardware such as bumpers, over-riders, ventilators, locks, handles, lamps, radiator grilles, window-regulators, and car accessories.

**New.**—Special accessories for Austin A30 model. Quick-lift window regulator for rapid lowering and raising of the driver's window for signals.

Sales Manager, **A. W. Wheatley.**

# Electrical Equipment

**331. AUTOCAR ELECTRICAL EQUIPMENT CO., LTD.**, 32-34, Albert Embankment, London, S.E.11. Reliance 3861; Autodublee, Lamb, London.

Electrical plant, equipment, replacement parts, accessories and tools, by various makers, e.g., Autolite, Borg, Spica Products, Weidenhoff, Autoroche, and Scintex, also Clinton petrol motors, Carter and Holley carburetters.

**New.**—Kingsbury Surestart automatic ignition system.

Sales Manager, **C. Travers.** In attendance, **E. H. Ford, H. N. Mathews, A. E. Potter, C. W. Wicks.**

**444. CAMEL ACCUMULATORS, LTD.**, 61, Church Road, Gatley, Ches. Gatley 4221; Camelac, Gatley.

Duralife starting and lighting batteries.

In attendance, Messrs. **Angel, Clark, Hunter, Marks.**

**249. C.A.V., LTD.**, Warple Way, Acton, London, W.3. Shepherd's Bush 3111; Vanteria, Telex, London.

Electrical equipment for battery charging, car lighting and starting; fuel injection equipment for oil engines, lead-acid and alkaline batteries, switchboards, searchlights, and the like.

**371. CHLORIDE BATTERIES, LTD.**, Exide Works, Clifton Junction, Swinton, Manchester. Swinton 2011; Chloridic, Pendlebury.

Exide batteries, in 6- and 12-volt types, for starting, lighting and ignition purposes.

Sales Manager, **E. Powell.**

**401. CLAUDET, F., LTD.**, 23, Gloucester Way, Clerkenwell, London, E.C.1.

Electrical parts and fittings, including ignition coils, magneto contact breakers, distributors, condensers, brushes and bushes, ignition cables, petrol pump parts, and the like.

**389. COMMERCIAL IGNITION CO., LTD.**, Great West Road, Brentford, Middx. Ealing 2268; Ignimags, Brentford, Hounslow.

C.I. electrical components for British and American cars; Stabalite magneto components, electric motors, relays and assemblies, Bakelite mouldings.

**New.**—Speed coil.

Sales Manager, **S. A. Hill.** In attendance, **R. F. Aston, A. C. Hancox, F. Walker.**

**417. DELCO-REMY-HYATT**, 111, Grosvenor Road, London, S.W.1. Victoria 6242; Delremhyat, Sowest, London.

Delco-Remy electrical equipment and service parts; Delco-Lovejoy shock absorber oil; D.R.H. radio and aerials, motor heater and demister; A.C. fuel pump parts and service equipment; New Departure and Hyatt ball and roller bearings; Aetna and A.T.S. thrust bearings.

**New.**—Oil coil.

**430. EDISON SWAN ELECTRIC CO., LTD.**, 155, Charing Cross Road, London, W.C.2.

# "EVER With you in Spirit"

To all our friends who were disappointed in not seeing us at Earls Court this year, we extend our regrets and at the same time, a cordial invitation to visit our Works at Streatham. Here it is that the Beckmeter is manufactured in its entirety from Foundry to Despatch.

## Beckmeter Model M

**Models Available**

| | | |
|---|---|---|
| Clock Type | MDR | 10 gpm |
| Computor Type | MCR | 10 gpm |
| Preset ℓ | MPR | 10 gpm |
| Commercial | MX | 20 gpm |
| Straight Reader | MQ | 20 gpm |
| Hand Operated | MD/HO | |

Manufactured by **BECK & CO. (METERS) LTD.,** Beckmeter Works
Streatham Vale, London, S.W.16 Phone: Pollards 5201 Grams: Hydrant, Streath.

# IT'S GET READY TIME FOR EXTRA WINTER PROFITS...

## Stock up NOW with

Esso

## ANTI-FREEZE

Make *extra* profits on radiator protection this winter by selling your customers Esso Anti-Freeze. This well advertised Esso product is non-corrosive, non-inflammable, and mixes freely. It is available in handy one gallon cans or economical five gallon drums.

**FULL TRADE TERMS AND PRICES ON REQUEST**

*ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1*

# ELECTRICAL EQUIPMENT

Gerrard 8660; Ediswan, Westcent, London.

Tungar battery chargers; Ediswan lamp bulbs and batteries; cables and leads.

381. **GILL, W., AND CO., LTD.**, 111, Islington Row, Birmingham, 15. Midland 1381; Armacoil, Birmingham.

Batteries, dynamo and starter field coils, and other electrical components.

297. **LUCAS, JOSEPH (BATTERIES), LTD.**, Formans Road, Sparkhill, Birmingham. Springfield 4422.

Lucas batteries, component parts, and accessories.

250. **LUCAS, JOSEPH (ELECTRICAL), LTD.**, Well Street, Birmingham, 19. Northern 5252; Lucas, Telex, Birmingham.

Lucas starting and lighting equipment.

319. **MAGLEN, A. P., LTD.**, Trafford House, 41, Trafford Road, Leicester. Leicester 67817; Autolites, Leicester.

Electrical equipment and fittings, such as bulbs, carbon brushes, fluorescent lighting, garage and house lamps, battery chargers, transformers, and cable.

In attendance, **W. R. Preston, G. E. Steel, C. England, Capt. G. B. Yeomans.**

317. **OLDHAM AND SON, LTD.**, Denton, Manchester. Denton 2431; Oldhams, Denton, Manchester.

Oldham starting and lighting batteries; garage battery-charging equipment.

Sales Manager, **A. Eyre.** In attendance, **N. Barton, R. Allen, H. Beddard, G. H. Cook, D. B. Black, W. R. Churchill,** and others.

397. **PARK BROS., LTD.**, Brunswick Works, Canterbury Street, Blackburn, Lancs. Blackburn 49241; Park Bro, Blackburn.

Park Heavy Duty and Super-Service car and marine batteries.

**New.**—Superclad heavy marine starting and lighting battery.

Sales Manager, **J. Walker.** Also in attendance, **B. Reich, A. Richards.**

412. **PETO AND RADFORD**, 50, Grosvenor Gardens, London, S.W.1. Concessionaires, Holsun Batteries, Ltd., 137, Victoria Street, London, S.W.1. Victoria 1431; Holsunbat, Sowest, London.

Dagenite 6- and 12-volt batteries, including Dual-Life models.

339. **RIPAULTS, LTD.**, Southbury Road, Enfield, Middx. Howard 1811; Ripaults, Enfield.

Ripault electric cables and storage equipment, harness assemblies, wiring accessories, bonnet fasteners, clips, terminals, connectors, and the like.

Sales Manager, **F. R. Madell.**

320. **RIST'S WIRES AND CABLES, LTD.**, Lower Milehouse Lane, Newcastle, Staffs. Newcastle, Staffs, 69212; Rist, Newcastle, Staffs.

Electrical equipment, e.g., cables and leads, wiring harness looms, coils, condensers, battery parts, car wires, and the like.

Sales Manager, **C. Morris.** Also in attendance, **D. A. V. Rist, F. Moon.**

247. **SIMMS MOTOR UNITS, LTD.**, Oak Lane, East Finchley, London, N.2. Finchley 2262; Simotunit, Eastfinch, London.

Simms fuel-injection pump and nozzle equipment in various models and sizes; electrical equipment, including starters, dynamos, instrument panels, lamps, lights, magnetos, coils, horns, switches, and the like.

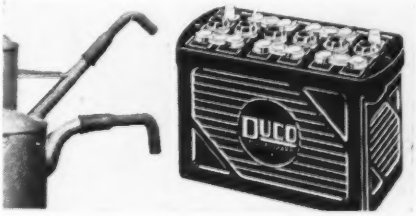
**New.**—Fuel pumps for medium and small size high-speed oil motors.

In attendance, Joint Managing Director **G. E. Liardet**; Sales Manager **A. Piggott**, and others.

411. **TUNGSTONE PRODUCTS, LTD.**, 3, St. Bride's House, 10, Salisbury Square, London, E.C.4. Central 8156; Typify, Fleet, London.

Tungstone starting, lighting and ignition batteries; garage charging and lighting batteries.

Sales Manager, **G. C. Taylor.** Also in attendance, **H. S. Stroud.**




**(Left) Water can adapter (Stand 529). (Right) Duco battery (Stand 251).**

## ELECTRICAL EQUIPMENT

316. **WICO-PACY SALES CORP., LTD.**, Denbigh Road, Bletchley, Bucks. Bletchley 320; Wicomagsco, Bletchley.

Wipac and Pacy sparking plugs; Wico and Wipac magnetos; oil, fuel-oil and petrol filters, Flexlinks, lamps, and horns.

**New.**—Full range of 3s. 6d. plugs; Flexlink for 5/16in. pipe; stop/tail lamp with twin filament bulb.

Sales Director, **D. A. Pacy.** Also in attendance, **E. Wigney, R. Bailey, A. Long.**

404. **WOOD AUTO SUPPLIES, LTD.**, Standard House, Huddersfield. Huddersfield 2771; Woodauto, Huddersfield.

Armatures and field coils; replacements for oil engine starters and generators; Remax electrical parts.

298. **YOUNG ACCUMULATOR CO., LTD.**, Crompton House, Aldwych, London, W.C.2. Chancery 3333; Crompark, Estrand, London.

Young starting and lighting batteries; armoured-type marine lighting batteries.

**New.**—12-volt batteries to suit Ford Consul and Zephyr cars.

Sales Manager, **F. W. Roberts.** In attendance, Messrs. **James, Tolley, Townsend, Richards,** and others.

# Tyres & Rubber Products

207. **AVON INDIA RUBBER CO., LTD.**, Melksham, Wilts. Melksham 3101; Rubber, Melksham.

Avon H.M. car tyres in a wide range of sizes, including Super Cushion type.

211. **BERGOUGNAN TYRE CO., LTD.**, 95-100, White Lion Street, London, N.1. Terminus 5358; Bergolois, Nordo, London.

British Bergougnan tyres and inner tubes, together with new model Silent Comfort tyre covers.

Sales Manager, **A. J. Shaughnessy.**

202. **BRITISH TYRE AND RUBBER CO., LTD.**, Herga House, Vincent Square, London, S.W.1. Victoria 3848; Britgoods, Telex, London.

B.T.R. Gilt-edged tyres in all popular sizes; B.T.R. accessories and components, such as dynamo and fan belts, radiator connections, anti-vibration mountings, oil seals, petrol-pump hose and tubing, flexible oil and fuel piping, and the like.

**(Left) Avon H.M. tyre (Stand 207). (Right) Firestone de luxe (Stand 204).**

209. **DAVIES TYRE CO., LTD.**, Davies Works, The Hyde, Hendon, London, N.W.9. Colindale 8614; Davieskord, Norphone, London.

Davies standard and heavy-duty car covers.

Sales Director, **A. E. Pollock.** Also in attendance, **F. D. Davies,** Sales Manager; **R. Costella** (Bristol), **E. Cleathero** (Leeds), **M. G. Thomas** (Walsall), **S. R. Owen** (Manchester).

203. **DOMINION RUBBER CO., LTD.**, 62-64, Horseferry Road, Westminster, London, S.W.1. Abbey 2053; Khartoum, Sowest, London.

Dominion Royal de luxe and Air Ride tyres; Vented inner tubes; hose and other kindred items.

Sales Manager, **L. Evans.** Also in attendance, Tyre Division Manager, **G. A. Fairweather**; Regional Manager, **S. D. Merrick.**

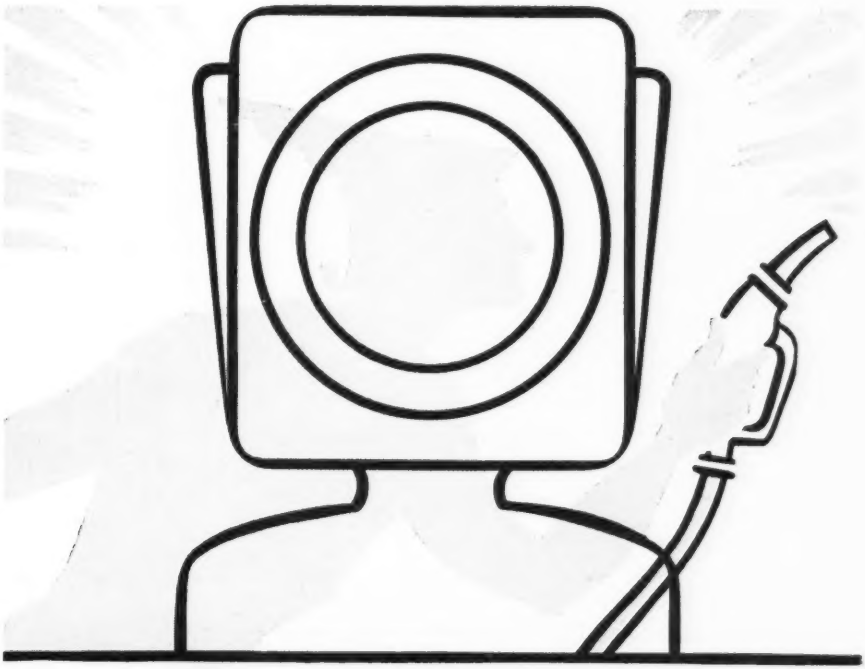
214. **DUNLOP RUBBER CO., LTD.**, Erdington, Birmingham, 24.

Dunlop tyres in all models, inner tubes, wheel rims, and rubber accessories.

**New.**—Guardian 2-compartment inner tubes, in sizes 5.50 to 7.10.

204. **FIRESTONE TYRE AND RUBBER CO., LTD.**, Great West Road, Brentford, Middx. Ealing 3456; Firestone, Brentford, Hounslow.

Firestone de luxe and heavy-duty de luxe tyres, super balloon and heavy-duty super



# Benzole is coming back!

**ON 1st FEB.** *ARE YOU GETTING READY FOR THE RUSH?*

Before the war National Benzole Mixture was right at the top of sales figures among private motorists. We mean to put it right back there again—by hard advertising, by colourful posters, attractive and informative literature, and of course by giving you A1 service.

**NATIONAL BENZOLE MIXTURE**

*National Benzole Company Limited, Wellington House, Buckingham Gate, S.W.1*
(The distributing organisation owned & entirely controlled by the producers of British Benzole)

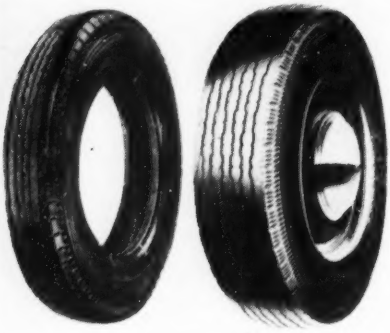
## TYRES AND RUBBER

balloon covers, inner tubes and valves, bonded rubber-to-metal parts.

Sales Director, **F. A. Upperton.**

**205. GOODYEAR TYRE AND RUBBER CO., (G.B.), LTD.,** Bushbury, Wolverhampton. Wolverhampton 22321; Gotyruco, Wolverhampton.

Goodyear new de luxe model all-weather



**(Left) John Bull tyre (Stand 215). (Right) British Bergougnan Silent Comfort tyre (Stand 211).**

tyre, also Eagle covers and Lifeguard safety tubes, de luxe Super Cushion Rib tyres.

**213. HENLEY'S TYRE AND RUBBER CO., LTD.,** Gravesend, Kent; Milton Court, Dorking, Surrey.

Henley S.G. Super-Cushion tyres.

**208. INDIA TYRE AND RUBBER CO., LTD.,** Inchinnan, Renfrews. Paisley 4141; Indiatyre, Renfrew.

India standard and Super tyres, and Super Air Cushion tyres.

Sales Director, **T. K. Lawler.** In attendance, **A. Allan, D. Bennett,** and others.

**215. JOHN BULL RUBBER CO., LTD.,** Evington Valley Mills, Leicester. Leicester 36531; Jonbulrub, Leicester.

John Bull tyres, inner tubes, fan belts, radiator and other hose, auto-carpet mats, snow grips, trade-plate holders and other accessories. New model covers, in 13, 14 and 15in. ranges, in Flexi-Wall design.

Sales Director, **T. T. Laker.** Also in attendance, **H. H. Burton,** Director.

**210. MICHELIN TYRE CO., LTD.,** Stoke-on-Trent. Stoke-on-Trent 48211; Pneumiclin, Stoke-on-Trent.

Michelin inner tubes, tyre-covers, and allied rubber products.

**212. NORTH BRITISH RUBBER CO., LTD.,** Castle Mills, Edinburgh, 3. Fountainbridge 7351; Weba, Edinburgh.

North British Airglide tyres, in all standard sizes, tubes, rubber accessories.

**New.**—Air-tite inner tube; anti-skid slotted tyre-cover.

Sales Manager, **W. H. Binns.** Also in attendance, Asst. Sales Manager **W. E. Crook.**

**201. PALMER TYRE, LTD.,** Herga House, Vincent Square, London, S.W.1. Victoria 8323; Palmertyr, Telex, London.

Palmer tyres, including new cover for 14in. rims.

**206. PIRELLI, LTD.,** 343-345, Euston Road, London, N.W.1. Euston 3131; Pirellicom, Telex, London. Derby Road, Burton-on-Trent. Burton 2911; Pirellicon, Burton.

Pirelli standard tread pattern tyres including Aerflex, Blue Riband and Extraflex Supercushion covers, also inner tubes, Carflex wires and cables.

Sales Manager, **H. A. Parson.** In attendance, **J. N. Forster, F. R. Dodgson, G. R. Clarke, G. Cracknell, A. B. M. Grant.**

# Oils and Greases

**344. DUCKHAM, ALEXANDER, AND CO., LTD.,** 346, Kensington High Street, London, W.14. Western 8271; Adcoidise, Wesphone, London.

Branded motor and chassis lubricants, Adcoids upper cylinder lubricant.

**New.**—Adcoid, highly concentrated; Q.5500 super lubricant.

Sales Manager, **S. H. Figg.**

**350. JOY, EDWARD, AND SONS, LTD.,** Filtrate Works, Kidacre Street, Leeds, 10. Leeds 20773; Joy, Leeds, 10.

Filtrate oils and greases, and various other special lubricants and preparations.

In attendance, **J. A. Middleton-Joy, A. C. F.,** and **J. M. Warner,** Directors.

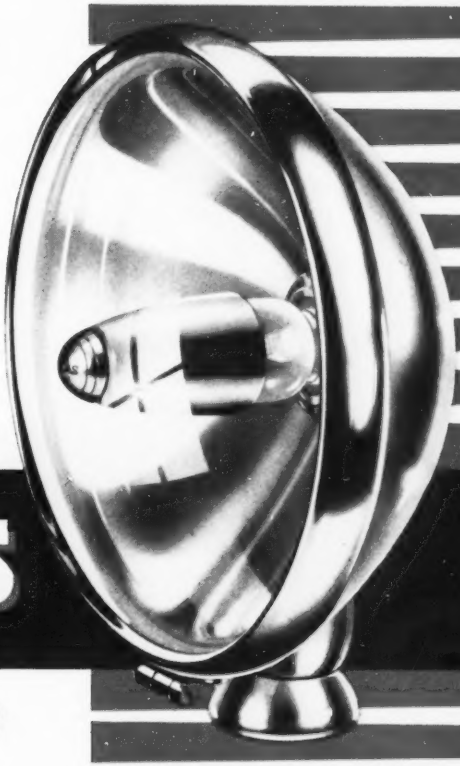
**239. STERNOL, LTD.,** Royal London House, Finsbury Square, London, E.C.2. Monarch 3871; Sternoline, Phone, London.

Sternol engine lubricating oils; greases, anti-freeze compound; penetrating, shock-absorber and other oils, brake fluid.

**New.**—Alibag Sternol anti-freeze.

Sales Manager, **G. M. Shurety.**

# Motorists everywhere will want this brilliant *New*



# LUCAS

## *Long Range*

## DRIVING LAMP

Specially designed conical bulb shield and crystal-clear lens projects a thin "pencil" beam of great intensity. Model SLR700S is intended for use in conjunction with the car's normal headlamps for fast night driving. Mounting requirements are the same as for fog lamps. Shallow body facilitates fitting to the restricted frontal space of the modern car.

For 6 & 12 volt. Chromium Finish. Price **£5.0.0.** (Switch extra).

**MOTOR SHOW STAND 251.**

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

# A *Gilbarco* PUMP IS YOUR FIRST CHOICE TO LAST

**GILBARCO "LOW-BUILT" CALCO-METER**
*Full-view computation of cost and quantity obviates the possibility of price arguments.*

**GILBARCO "LOW-BUILT" CLOCK-TYPE PUMP**
*Gives smooth, trouble-free service and is unrivalled for dependable, economical operation.*

Your forecourt is your showroom and must attract the motorist to pull in. Gilbarco Pumps with their attractive finish and appearance will do just that. They are built from the inside out, being *quality engineered* to give more service with less servicing. The radial arm gives that extra reach in all directions which saves you and your customers time, trouble and temper. Change to Gilbarco and make a change for the best — in efficiency, in dependability, in economy.

*Please telephone : Tottenham 5371 for a demonstration*

**STEMCO LIMITED, 128-132 ALBERT STREET, CAMDEN TOWN, LONDON, N.W.1**

# Finance & Insurance

86. **BOWMAKER, LTD.**, Bowmaker House, Lansdowne, Bournemouth.
76. **BRITISH WAGON CO., LTD.**, 13, Grosvenor Crescent, London, S.W.1.
79. **CAR AND GENERAL INSURANCE CORP., LTD.**, 83, Pall Mall, S.W.1.
84. **GENERAL ACCIDENT, FIRE AND LIFE ASSURANCE CORP., LTD.**, General Buildings, Aldwych, London, W.C.2.
11. **LOMBARD BANKING, LTD.**, Lombard House, 10, Fell Road, Croydon, Surrey.
434. **MERCANTILE CREDIT CO., LTD.**, 246-250, Regent Street, London, W.1.
83. **MOTOR UNION INSURANCE CO., LTD.**, 10, St. James's Street, S.W.1.
87. **NATIONAL EMPLOYERS' MUTUAL GENERAL INSURANCE ASSN., LTD.**, Bury Street, London, E.C.3.
82. **PREMIER MOTOR POLICIES, LTD.**, Melbourne Place, London, W.C.2.
433. **ROADWAYS TRANSPORT DEVELOPMENT**, 7, Chesterfield Gardens, W.1.
78. **ROOTES ACCEPTANCES, LTD.**, Ladbroke Hall, Barlby Road, W.10.
422. **ROYAL INSURANCE CO., LTD.**, 24-28, Lombard Street, London, E.C.3.
93. **UNITED DOMINIONS TRUST, LTD.**, Regis House, King William Street, E.C.4.
390. **UNITED MOTOR FINANCE CORP., LTD.**, Stoke Park House, Slough, Bucks.
85. **WHITE CROSS INSURANCE CO., LTD.**, Kinnaird House, Pall Mall East, S.W.1.
435. **YORKSHIRE INSURANCE CO., LTD.**, 66, Cornhill, London, E.C.3.

# Press

62. **THE GARAGE AND MOTOR AGENT** (The Cable Printing and Publishing Co., Ltd.), 62, Doughty Street, London, W.C.1. Holborn 7771; Arator, Holb, London.

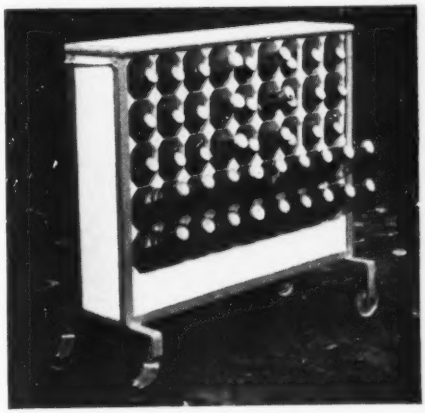
"The Garage and Motor Agent," published weekly, on Saturday. Subscriptions accepted from bona fide members of the motor industry and allied trades. Complete display of "Business Aids for the Motor Trade," including special forms, garage, workshop, filling station, and showroom wall notices. Boyle's "Costing and Charging of Motor Vehicle Repairs." Also many other publications and "paper machinery" for simplifying management.

**New.**—"Wage Agreements in the Garage Industry," a practical guide to the N.J.I.C. Agreements.

61. **AUTOSPORT**, 159, Praed Street, London, W.2.
175. **CARAVAN PUBLICATIONS, LTD.**, 24, Store Street, London, W.C.1.
72. **ILIFFE AND SONS, LTD.**, Dorset House, Stamford Street, London, S.E.1.
74. **MOTOR COMMERCE, LTD.**, 231, Strand, London, W.C.2.
75. **MOTOR WORLD PUBLISHING CO., LTD.**, 73, Dunlop Street, Glasgow, C.1.
503. **PENTON PUBLISHING CO., LTD.**, 2, Caxton Street, Westminster, S.W.1.
77. **TEESDALE PUBLISHING CO., LTD.**, 15-17, City Road, E.C.1.
63. **TEMPLE PRESS, LTD.**, Bowling Green Lane, London, E.C.1.
73. **TRADER PUBLISHING CO., LTD.**, Dorset House, Stamford Street, S.E.1.

# Associations

71. **AUTOMOBILE ASSOCIATION**, Fanum House, New Coventry Street, W.1.
73. **(Rear of). BRITISH MOTOR TRADE ASSOCIATION**, 14, Fitzhardinge Street, W.1.
70. **BRITISH ROAD FEDERATION, LTD.**, 4A, Bloomsbury Square, London, W.C.1.
69. **INSTITUTE OF BRITISH CARRIAGE AND AUTOMOBILE MANUFACTURERS**, 50, Pall Mall, London, S.W.1.
68. **MOTOR AGENTS' ASSOCIATION, LTD.**, 201, Great Portland Street, W.1.
59. **MOTOR AND CYCLE TRADES' BENEVOLENT FUND**, 204, Great Portland Street, London, W.1.
66. **MOTOR INDUSTRY RESEARCH ASSOCIATION**, Great West Road, Brentford.
64. **ROYAL AUTOMOBILE CLUB**, 85, Pall Mall, London, S.W.1.
65. **ROYAL SOCIETY FOR THE PREVENTION OF ACCIDENTS**, 52, Grosvenor Gardens, London, S.W.1.
67. **SOCIETY OF MOTOR MANUFACTURERS AND TRADERS, LTD.**, 148, Piccadilly, London, W.1.



**Milgar 45-bottle 4-wheeled oil-bottle rack (Stand 460).**

# Citroen Add Big Fifteen

*Long wheelbase family saloon reintroduced; Detail changes for other models*

Above: The large luggage boot and domed door now common to all Citroen models. Right: The new Big Fifteen, priced at £1,152 12s. 3d., including purchase tax.

## Seats six

ONE of the most popular family cars in France is the long wheelbase version of the Citroen Fifteen, for it provides ample leg room as well as elbow room for six passengers. This model is now being reintroduced into this country and will be known as the Big Fifteen, the name given to this model before the war.

It has a wheelbase of 10ft. 1½in. compared with the 9ft. 6in. wheelbase of the Light Fifteen, and a track of 4ft. 10½in. instead of 4ft. 6in.

Its dimensions are therefore exactly the same as the Six Cylinder model. The Big Fifteen is designed to carry six people, three on the bench-type front seat and three on the rear seat, both seats being provided with folding arm rests for use when the car is not filled to capacity.

In addition to the new Big Fifteen, both the Light Fifteen and the Six Cylinder model are being continued for the coming year. All three models now have a large luggage boot covered by a domed projecting door hinged at the top. The spare wheel is now housed inside the boot.

Other detail changes include an optional bench-type front seat for the Light Fifteen, Metallichrome paint finishes on coloured cars and a new exhaust silencer with a modified method of mounting it which ensures that it is quieter and more efficient in operation.

The interior heater now has a control on the facia panel, there is a new pattern steering wheel and the trafficators are now operated by a pneumatic time switch. The four-cylinder engines are now fitted with a Lucas D.M.2 distributor and a Zenith petrol filter is incorporated in the petrol tank. A combined stop and tail lamp is being fitted to each rear wing.

Prices are as follows: Light Fifteen £685 plus £382 1s. 2d. purchase-tax, a total of £1,067 1s. 2d. Big Fifteen £740 plus £412 12s. 3d., a total of £1,152 12s. 3d. Six Cylinder £940 plus £523 14s. 6d., a total of £1,463 14s. 6d. Previous price of this model was £1,525 18s. 11d.

## REGENT SERVICE WEEKS

Beginning on Monday next (October 20th), **Baldwin's Motors (Totnes), Ltd.**, are holding a Regent Lubrication Week at their garage in Station Road, Totnes, Cornwall.

During the same week, **G. M. Taylor**, proprietor of Carleton Garages, Otley Road, Skipton, Yorks, is holding a Marfak service week.

# 'SPINTORQ'

## 1 to 25 inch lbs.

The Britool 'SPINTORQ' Rotary Torque Wrench enables professional results to be achieved with unprofessional labour.

It embodies Britool adjustable pre-setting device operating accurately between 1 inch lb. and 25 inch lbs. and accepts standard ¼" and 9/32" Square Drive Sockets and Screwdriver Bits.

Cannot possibly overtighten.

Light, well built, low priced.

*MT52 leaflet on request.*

***Tool up with*** CHROME ALLOY STEEL BRITOOL SERVICE TOOLS

**JENKS BROTHERS LIMITED**

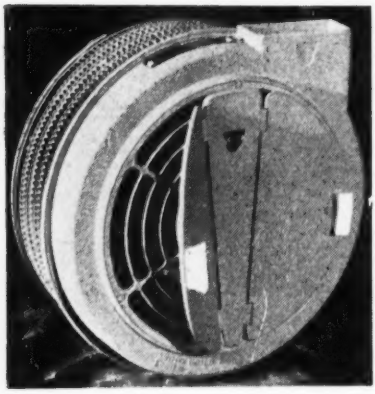
BRITOOL WORKS

BUSHBURY, WOLVERHAMPTON, ENGLAND

**STAND No. 481, Transport Service Equipment Section, Motor Exhibition, Earls Court.**

# FOR THE GARAGE SHOWCASE

## Recirculatory Heater Kits



ALTHOUGH most new cars now have provision made for fitting a heater—if it is not included as standard equipment—there are still many cars on the road without inbuilt fresh-air ducts. The new recirculatory car heaters recently introduced by Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2, have been specially designed for fitting to cars in which no provision has been made for fitting a heater.

Five kits are available, four "tailor-made" special kits designed for fitting to certain models and a general purpose kit designed for fitting to any make or model. Tailor-made kits are available for the Austin A.40 (GS2 and GS3), Morris Minor (1949-1952), Morris Oxford (1949-1951) and the Ford Anglia and Prefect.

Basic kits consist of the heater and its principal accessories such as the hoses and all necessary unions, connectors, control valves and washers. For cars without a water pump, an auxiliary water pump driven by the fan belt is supplied. Demister kits are available as optional extras to the heater kits.

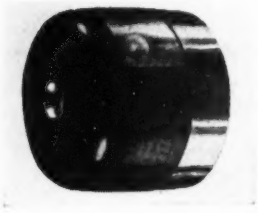
The heaters have two hinged doors and a rotating front, thereby enabling the air stream to be directed where desired. The heaters are made for 6 or 12 volt electrical systems.

## Oil-Filled Ignition Coil

IN 1939 Delco-Remy-Hyatt first introduced to the American market an oil-filled ignition coil. Since that date, more than 20 million such coils have been put into service throughout the world, state the manufacturers, and owing to its widespread success it was decided in 1949 to undertake the manufacture of the coil in Britain. A new plant has therefore been installed by Delco-Remy-Hyatt, of 111, Grosvenor Road, London, S.W.1, and the coil is being introduced to this country at the forthcoming Motor Show.

Advantages claimed for the coil are that it is hermetically sealed against moisture, that its oil filling gives permanent insulation and better heat dissipation and that its balanced windings give improved engine performance at all crankshaft speeds. Reliable starting, improved top-gear performance and steady idling are other advantages claimed for the coil, which will fit any car and can be mounted in any position, thanks to its compact size. The coil retails at 36s., 6 volt or 12 volt. A wide variety of display material is available.

## Vehicle Rear Lamp



MARKETED under the trade name of Della this vehicle tail lamp has been designed to incorporate all the recommendations put forward by the Ministry of Transport. The lamp has a one piece moulded cover in Diakon.

The diecast back plate carries the suspended bulb holder mounting with the twin rear lamp bulbs mounted in parallel. A single screw fitting for the cover ensures ease of access to the bulbs, while positive locating points between the cover and the backplate aid replacement in the dark. Makers are Judella Castings, Ltd., 387, Rayners Lane, Pinner, Middlesex.

*See*

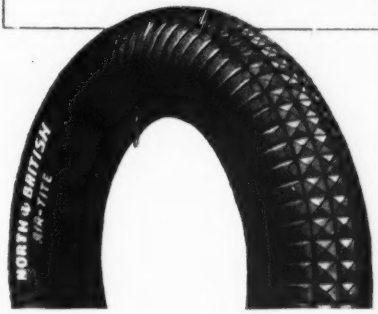
**NORTH BRITISH TYRES**

*at Stand 212*

**AIR-TITE–**

***the tube that warns in time***

Here is a tube that even though punctured will 'Get you home'. Roadside punctures reduced to a minimum.




***Talk to the man at Stand 212***

Our representative will be pleased to show you the special features of this tube which will enable you to drive for some distance, should the necessity arise, without changing the wheel.

**THE NORTH BRITISH RUBBER CO. LTD.**
CASTLE MILLS, EDINBURGH.

# STRICTLY ENTRE NOUS

by LFJ

### Thought for Show Week

THE possibility of being able to acquire a car is an extremely powerful incentive. Among the commonplace ambitions, that of owning a home is probably the strongest of all. But car ownership most likely ranks a close second, and if the prospect is certainly and undeniably there, then the average individual will dig out to attain it—and by the only means open, which are those of working both harder and better. That is just one of the facts of modern life. Whether it is yet understood by the economists, planners and politicians may be another matter, but there is no doubt at all about it. Here is something to be remembered on the occasion of our industry's annual parade of its products—and to pass on to the unenlightened.

### Doing it reasonably

FOREGATHERING with trade friends at Earls Court, you will hear talk of the inconveniences and costliness of Show-going. The more fortunately placed have everything organised well in advance, including the accommodation that was most likely booked a year ago, but the visitor who has to arrange a night's lodging at short notice, or even an extra night's, is apt to feel himself in a fix. He may end by paying more than he meant, and getting less comfort than he had reason to expect. All I can say here is that, if you go to enough trouble, you can always find the right sort of place even at the shortest notice. There are quite a few in the Kensington neighbourhood that are good without being expensive, and there is no need either to get rooked or be made miserable. The only bother is locating them, which can best be done by making use of the advertisement columns in the newspapers, plus the telephone. That method has never let me down, and I have employed it often enough. As a final tip, if a lesser establishment wants to charge you over a guinea a night for bed and breakfast, that is too high. Probably it is a try-on; some hotels, let alone boarding houses, are content with less than 20s. As to the catering at the exhibition, the grumbles of past years do not seem to have produced much result. The service remains poor; prices generally are absurdly high. As a result, some seek refreshments outside the building whenever possible. Often that cannot be done, as happens when you have to entertain a customer who has not much time to spare.

### Trade intelligence

AT this time of year every seller of cars is collecting information for use over the next 12 months. Already formidable masses of material have accumulated in many an office, including those of establishments concerned mainly with service, and additions will be made when Show-visiting executives return with their spoils. The filing of this kind of literature merits close consideration, and it is no bad plan to review the system annually, as can so conveniently be done. The catalogues, leaflets, and Press cuttings constitute an invaluable reference library, or should do so, and it is worth going to a good deal of trouble to see that facts can be quickly found whenever they are wanted. Many larger businesses have this very efficiently organised, but there are also those whose methods are quite haphazard. "Putting it away somewhere" may save time at the moment, but is liable to waste a shocking amount of it at some later date.

# BUCK & HICKMAN LTD.

GARAGE EQUIPMENT

WHITECHAPEL ROAD, LONDON, E.1.

Branches

ALPERTON . BIRMINGHAM . GLASGOW . MANCHESTER .

# WE EXTEND A CORDIAL INVITATION

TO ALL OUR FRIENDS IN THE TRADE

## TO VISIT US ON

# STAND 505

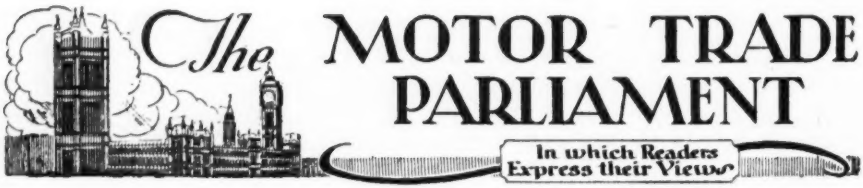
**TRANSPORT SERVICE EQUIPMENT SECTION**

**AVENUE R FIRST FLOOR**

## COME AND SEE OUR DISPLAY

MAKE A POINT OF SEEING THE NEW COMPRESSORS WITH THE **"HYDROVANE"** UNIT. ALSO OUR DEMONSTRATION OF THE **BULLOWS PR303 SPRAYING OUTFIT** USING THIS SENSATIONAL COMPRESSOR.

A COMPLETE PORTABLE OUTFIT FOR **£48** WITH THE PERFORMANCE OF A PISTON OPERATED MACHINE COSTING TWICE AS MUCH.




**Communications intended for the Motor Trade Parliament should be addressed to The Speaker, "The Garage and Motor Agent," 62 Doughty Street, London, W.C.1.**

## Salesmen's Remuneration

SIR,—I have delayed putting forward any suggestions, as I expected more interest taken in the subject. For what they are worth, here are half a dozen schemes of remunerating salesmen which I have seen and sometimes tried since the finish of the first world war:—

(1) Salary (this is usually necessary for legal reasons) and straight percentage commission on the price realised on all new or used cars.

(2) Same, but value of part exchange either entirely deducted, or paid on the price it realises. Or on a valuation made by the management on taking it into stock.

(3) Same, but no commission whatever on the new car, but a commission on the gross profit on the part-exchange.

(4) Same, but commission paid on turnover or profit of firm or depot or on increase on previous turnover or profits.

(5) Same, but commission payable only on stated makes or types of vehicle.

(6) No salary. Salesman pays firm rent for the right to use the address, telephone, clerical services and sometimes the use of the showroom to exhibit a vehicle.

Should salesmen have a contract? Should it be weekly, monthly or seasonal? Should salary vary in winter or summer? Should commission be paid on repairs, renovations, petrol, oil, insurance or hire-purchase proposals, garage rents, servicing, delivery charges, number plates and advertisements paid for by customer?

Are salesmen entitled to any expenses? If so, what type? When the proprietors are also on the sales staff, are they entitled to claim all postal inquiries? Should commissions be pooled? There is always trouble as to which salesman the customer belongs.

I do not know if the trade has found all these difficult questions, but they have always beaten me.

What makes it so difficult is the lack of money in the game for the small man with which to pay his staff adequate wages. Owing to their bulk, vehicles will always be expensive merchandise to handle, and taxation is so high as to be defeating itself even as a revenue-raiser.

Bleak indeed appear the prospects for motor car salesmen getting anything but a low standard of living, unless (1) Income tax is considerably reduced. (2) Retail gross profits are considerably increased.

Perhaps they could give us their angle.

COACHBUILDER.

[*The views of salesmen and their employees would, indeed, be helpful just now, at a time when the question of vehicle salesmen's remuneration is rapidly coming to the fore.*—THE SPEAKER.]

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## Converted To "Waste" Oil

SIR,—I would like to refer to the excellent article which appeared in your magazine dated January 26th, 1952, entitled "Used Sump Oil as a Fuel for Garage Heating Plant," by Lt.-Col. Frederic Evans.

I have been able to convert my large combustion stove with the idea as shown in Fig. 2 with great success.

Metcalfes of Leyburn,
R. McCOMBIE METCALFE,
Leyburn, Yorks. Proprietor.

[*Glad to learn that the article was of practical help to Mr. Metcalfe. If ever he feels like giving us more details of that conversion and describing his experience with it, his words will be listened to with interest by other readers who have similar conversions in mind.*—THE SPEAKER.]

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## B.M.T.A. Covenant Statement

SIR,—I was greatly intrigued by the wording of the B.M.T.A. "News Letter," dated September, 1952, appertaining to the termination of the covenant scheme. I quote: "The gloomy prophecies which were widespread a few weeks ago, foretelling the early

# First of all Carburol

## This year Carburol drives home the "More M.P.G." message to every Petrol Customer

This year's Carburol advertising, in important national newspapers and Motor and Motor Cycling publications, has a simple and dynamic message for *every* petrol customer. Every motorist and motor cyclist will be urged to ask for Carburol FIRST OF ALL when he stops for petrol, to ensure getting more m.p.g. Make sure Carburol service is available to *your* customers. Just have the Carburol gun ready and say 'Carburol, sir?'

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Both Farming and Commercial Vehicle Press carry special campaigns. Each message emphasises the great economy achieved by the use of Carburol.

# The MOTOR TRADE PARLIAMENT

Continued from page 244

death of the covenant scheme, have not been fulfilled."

The tone seems to suggest a doubt whether the B.M.T.A. are working for or against the trade. Or is the question of redundancy predominant?

They seem to express jubilation in a victory (or perhaps a myth) that the covenant scheme is not to end and even confirm this by stating that four-fifths of the cars sold to-day are to "remain firmly" on covenant.

I am of the opinion that the title of C. H. Fisher's article, "Where Do We Go From Here?" (circulated with the "News Letter") could have been more aptly applied.

D. ROYSTON, M.I.M.I.

Bradford.

[*The B.M.T.A. statement, reproduced in our October 11th issue, did undoubtedly give the impression that the association were glad to be able to announce that the covenant is not to be scrapped yet. However, impressions notwithstanding, Mr. Royston can rest assured that the covenant will die a natural and unregretted death as soon as there is no longer any reason for its existence. Indeed, in their annual report, summarised elsewhere in this issue, the B.M.T.A. say that they have "the responsibility to continue this (covenant) scheme just so long as it is of benefit to the trade and to the public, and no longer."*—THE SPEAKER.]

## "Snooping" On Delivery Drivers

SIR,—Where do I get the term "Sneak-thief"? you ask. It is a definition given in the Oxford Dictionary. You used the word "Snooper" in your article on August 9th.

I would like to add, in connection with persons who score bodies of motor cars that surely it is the duty of decent citizens to report such people. And isn't the scoring of the cylinders of an engine much more serious?

If more people would report damage to other people's property there would be far less property damaged.

J. NICHOL.

Armagh, N.I.

[*Though this subject was closed in our October 4th issue, I have allowed Mr. Nichol to catch my eye again to answer the query mentioned in his first paragraph.* — THE SPEAKER.]

## Out of the Past

**35 YEARS AGO. "THE G. & M.A." 20/10/17.**

THERE is nothing whatever to be gained by booming the coal-gas movement with the help of ridiculous claims for it. Car owners are taking up the new fuel because they have to, not because they have any choice in the matter. It is therefore unnecessary to try to induce orders by pretending that the flexible holder system can be fitted to a car without being conspicuous.

**20 YEARS AGO. "THE G. & M.A." 15/10/32.**

THE service side of the motor trade has incurred nasty losses through figuring as creditors for repair work done on behalf of insurance companies that have afterwards "gone broke." Except when dealing with a company of unquestioned repute, cautiousness is very desirable, and never more so than now when rates are being cut. Price-cutting in the insurance world cannot be indulged in with greater success than in other branches of commerce, and the consequences of eventual non-success are graver to all concerned, for the failure of the security offered by insurance is paralleled only by the distress caused when a bank defaults.

## Television Interference Suppression

SIR,—We feel that you may be interested in the following, which is a copy of a letter we have sent out to all our regular customers:—

"Television having now become a practical proposition in this district, the problem of interference caused by passing motor cars has come very much to the fore.

"This interference, which can spoil reception completely, would be entirely eliminated if every car were fitted with suitable suppressors in the ignition system. Although these suppressors do not cost a great deal, the average car owner who may not be interested in television does not bother to have his vehicle so equipped and the result is that good television reception may be made impossible for many viewers.

"In order to contribute towards the solving of this problem we have decided to offer to our regular customers, free of charge, the supply and fitting of the necessary suppressors, and we hope that by so doing an appreciable step forward will have been made.

"We shall be very pleased, therefore, to examine your car and, if necessary, carry out the modification. We say 'if necessary' because some of the newest cars, or those fitted with radio sets, may already have the

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ASA. 2

# The MOTOR TRADE PARLIAMENT

Continued from page 246

suppressors fitted, but in the main the great majority will need attention.

"We hope that our action in this respect will assist materially in improving television conditions in the district and we sincerely hope that you will avail yourself of this offer.—Yours, etc."

This offer has been made because we feel that until something like this is done the large majority of motorists are unlikely to take the trouble to have their cars suitably suppressed. At present, the reaction is favourable as quite a number of our customers have come in to have the job done within twenty-four hours of receiving the letter.

In conclusion, we should perhaps point out that we do not ourselves sell television sets.

For Somerset Motors, Ltd.,
A. G. WILSON,
Managing Director.

Taunton.

[*Yet another name to add to the long list of members of the motor trade whose definition of service includes doing things for others without the motive of reward. But in this case would not the reminder alone have sufficed? There seems no reason why motorists should not pay for the suppressors* —THE SPEAKER.]

## Pay-day Troubles

SIR,—Bulk handling of money appears troublesome now that "coshing" by thugs is accepted by the wage-earning public as somebody else's responsibility — one which they do not directly share.

In many establishments there is nowadays little reason (except prejudice, of course, and ignorance) why cheque payments should not be made and the coshing risk spread and reduced. The old style furtiveness about his pay by the employee has long since gone overboard.

This has been assisted by the P.A.Y.E. system which was a complete change in outlook, and is still being digested. But P.A.Y.E. and cheque payments are big subjects, with endless snags. My earnings for many years were paid direct into a bank, and the bulk went out again by cheque.

This is a problem of modern times. I can think of endless snags in cheque payments, just as we saw them in the P.A.Y.E. system, yet I can see benefits.

Any views?

JHANSI.

[*Chief snag is, of course, that so many employees object to being paid by cheque.*— THE SPEAKER.]

**AGENCY SALE.—Real, Medland and Wills, Ltd., Bridgwater, supplied this vehicle for delivery of quick-frozen food. The bodywork, by Tiverton Coachbuilders, Ltd., is insulated with 4in. of Onayote, and has an airlock partition.**

### HIS WORDS—NOT OURS

**Ackroyd Garage,**
**Manchester, 11.**

**To the Editor.**

**Dear Sir,—"The G. and M.A." is a book that is read. . . . My compliments and greetings to all of you.**

**E. WOOD.**

## "Special" Petrol

SIR,—In reply to "Fair Trader" (September 20th issue) I feel that his letter emphasises the points raised in mine of September 6th.

I am an S.R. site but not aware that I am *tied*. "Special" petrol has been supplied to me (or so the lorry drivers have informed me on delivery) but I have sold it in the normal manner, not keeping it for favoured customers. Incidentally, the smell of petrol is no indication of its quality.

The companies which I represent do not give away "balloons." Could it be that the suppliers of "Fair Trader's" "Special" were flying a kite?

FAIR PLAY.

[*Mr. "Fair Play" has asked me to explain that he has been away on holiday, hence the delay in replying to Mr. "Fair Trader."* — THE SPEAKER.]

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# COMMERCIAL VEHICLE & TRACTOR BUSINESS

By "Transit"

## Shape assured

SINCE the conclusion of the war certain major trends have been apparent in the design of heavy vehicles. Some originated before 1939, but they can be said to have reached a culmination in the recent Commercial Vehicle Show.

By that I mean that the features that were still more or less novelties some few years ago have now become commonplace. The use of the diesel engine, which the Perkins firm have done so much to popularise, is a case rather in point.

Notable among these trends is that of weight reduction, which operates in two quite distinct ways. There is first the tendency to lighten vehicles of given capacities and powers, which can be effected by more scientific design and the use of different materials. Additionally, manufacturers are interesting themselves in small types of carriers, which are naturally of lower power, and lighter as well.

No less notable is the adoption of the underfloor engine. The advantages are so obvious that the only wonder is that the change has come about so slowly, but it admittedly brings with it a further set of problems. Such a unit can be made readily accessible for maintenance and service, but not every designer would appear to have succeeded in fulfilling this essential requirement. In time the difficulties will be solved, but meanwhile they present a subject for study that could be profitable as well as interesting.

As regards the fitting-out of vehicles, the accessory firms have realised the need for improving the rear lighting of big vehicles, and taken action accordingly. Their new equipment should be in strong demand, even before any further regulations are made.

## Very latest

These motor scooters are certainly getting about. Sales on the Continent have reached fantastic figures, and it would seem that the British public is becoming sold on the idea. Already there must be a lot of scooters running about the London area, many being ridden by business executive types, and now the Vespa is being made available with a box sidecar for goods-carrying.

News of this comes from University Motors, distributors for the make, which is an Italian design nowadays being produced by the Douglas concern, of Bristol. The outfit looks exceedingly smart, and should appeal to tradesmen wanting quick and economical transport for light loads. The container has a capacity of about 6¾ cu. ft. and will take a weight of up to 125lb. With that, the machine is stated to be able to cruise at around 30 m.p.h. showing a consumption of 65-70 m.p.g.

Knowing something about the Vespa I have no difficulty in crediting those figures and feel that this form of transport will have to be reckoned with in future, if only in relation to a limited number of trades.

Also I learn that the Bond Aircraft and Engineering Co. (Blackpool), Ltd., intend to concentrate on scooters for next season, when their lightweight motor cycle will be dropped. They intend offering a sidecar for use with their machines, and one would expect a commercial version to be made available.

## Place in the Show

At last year's Cycle Show, knowledgeable critics praised the B.A.C. scooter very warmly indeed. It was designed by Laurence Bond, creator of the Minicar as well as some decidedly clever motor cycles. The address of his firm is Long Ridge, Lancashire.

The Vespa outfit, along with others of varying powers, will doubtless appear at the Cycle Show in November. There also we may expect to see such three-wheeled carriers as the Reliant and the Pashley, in which class there may be some newcomers.

As these light machines have a definite place in the modern road transport plan, it would seem strictly appropriate that they should have been at the Commercial Show. The rule that arbitrarily divides the two types of exhibit between different shows has become an inconvenient one, and there appears no particular reason why it should not be modified to suit present conditions. It is also anomalous that certain vehicles that are primarily of interest to car users should have to be exhibited at the C.V. Show, where they are really out of place.

Greater flexibility in exhibition regulations is evidently becoming an urgent need.

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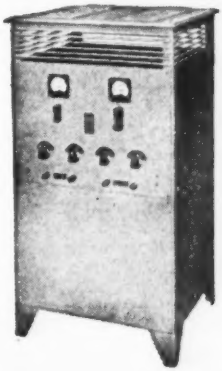

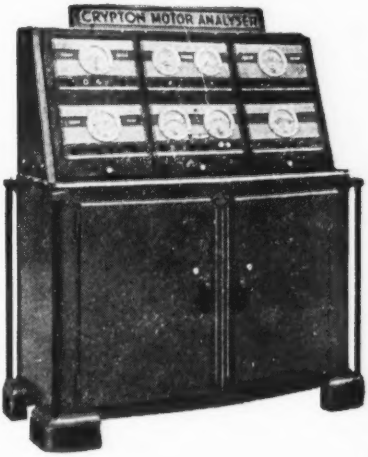


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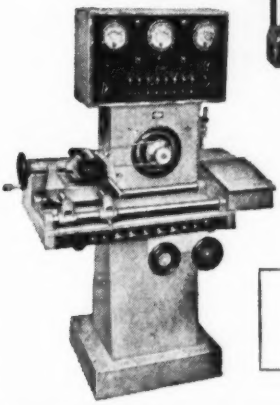

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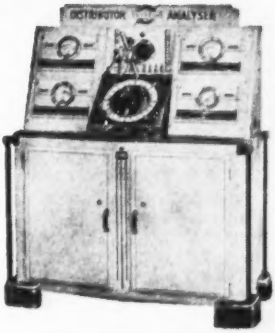


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# The MOTOR INDUSTRY'S NEWS

# 'FIREWOOD' IN ESTATE CAR CLASSED AS 'GOODS'

## BUT SUMMONS AGAINST DRIVER DISMISSED

### SEEN BY TAX OFFICIALS

OFFICIALS of Bristol taxation department saw Col. T. F. Hood, of Newton St. Loe, place two empty boxes he intended to break up for firewood in the back of his Standard Vanguard estate car in King Street, Bristol.

The officials told him he should take out a licence of £17 10s. for the carriage of goods instead of the £10 car tax. This Col. Hood refused to do and a summons was issued.

The summons was heard at Bristol last week and he was accused of unlawfully using a vehicle for purposes which brought it within a class of taxation to which a higher rate of duty was chargeable. After hearing the case, the magistrates dismissed the summons.

For the prosecution, Mr. W. J. Hutchinson told the court that Col. Hood's estate car, being a dual-purpose vehicle, could be licensed as an ordinary passenger car, but if it carried goods it should be licensed accordingly.

### ACT TO BE ALTERED

**He added that there was apparently some doubt about the law regarding dual-purpose vehicles as the Act was to be altered next year.**

The hearing was interrupted to allow the magistrates to compare the amount of room in the boot of a Jaguar car with that in the rear of Col. Hood's estate car.

On the resumption, Mr. Jack Tufts, a taxation official, agreed that there was more room in the Jaguar, but maintained that the estate car gave easier access because of the two rear doors.

Mr. S. J. Yandell, chief clerk of the Bristol taxation department, said that the policy of his department was to warn drivers of dual-purpose vehicles **that if they carried goods they must pay the higher tax.** He was not sure about the actual definition of goods, but such things as a woman's handbag or a brief case would not be classed as goods.

For the defence, Mr. R. Boucher referred to the luggage grids placed on cars and asked "Why is it they are not bound to pay the extra duty?"

**Mr. Yandel: "Because they are private cars which have not been adapted or altered in construction to carry goods."**

### "TERRIBLE" LAW TANGLE

Mr. Boucher said: "This particular part of the law is in a terrible tangle. If goods are to be considered as meaning anything movable they could mean my jacket. **In that case it would be impossible to drive such a car as this one unless one was in a state of nudity. It is ridiculous."**

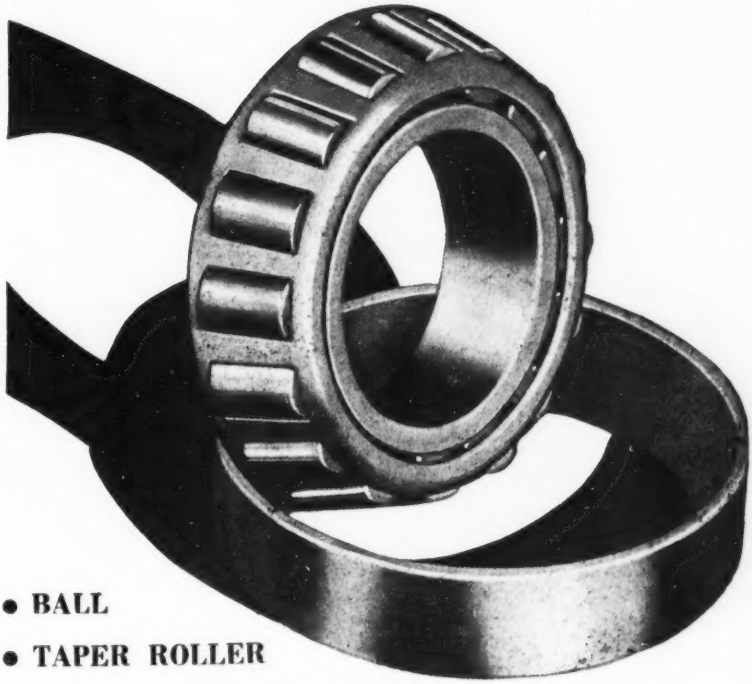
(In view of the changes in motor taxation law which are to be introduced on January 1st next, one cannot help wondering why this case was brought at all. As readers will recall, a tax concession on utilities will then come into force to provide that where a utility is used for private purposes only, it shall not be treated as a goods vehicle for excise purposes, but shall pay the £12 10s. flat rate as for cars. Also, vehicles of under 12 cwt. unladen will not then bear an additional tax when they are drawing a trailer.—Ed.).

## LONG SERVICE AWARDS

Presentations in recognition of long service were made by **Sir George Kenning, J.P.**, and **Lady Kenning** at a luncheon held in the Country Hotel, Ashover, recently. In attendance were managers and executives from most of the branches of Kennings, Ltd., and their associated companies.

Presentations of gold watches were made to nine members of the Kenning organisation who had completed 25 years' service, and to two employees upon their retirement from the company.

# RIV *replacement bearings*



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# MOTOR INDUSTRY'S NEWS

## FIGHT FOR EXPORT TRADE

### BRITAIN HOLDING HER OWN IN OVERSEAS MARKETS

Some people regard the continental car producers as a menace and think they are about to drive us out of our continental markets, Germany being the particular bogy, said President **H. Spurrier**, of the Society of Motor Manufacturers and Traders in London this week.

It was as well to get the whole question into perspective, however. Germany made good vehicles, but so did the British, **and our only fear of not being able to meet fair competition was through rising costs. Germany was exporting only about a quarter of the volume of our vehicle exports.**

In the first eight months of this year, Britain had built 280,000 cars, some 30,000 or 9.6 per cent. fewer than in the first eight months of 1951. Exports had fallen by only 6 per cent., however, and from January to August, 1952, we had exported 80 per cent. of the total output of our factories.

**These exports had brought in £6 million more than in the equivalent period in 1951 owing to rising prices.** This trend must be reversed if our cars were to meet world competition. Provided it had adequate supplies of steel, the car industry would hold its place in the export drive so long as efforts to hold down prices were successful.

Automatic transmissions will also have to come if we are to stay in the export market, said Mr. Spurrier, for in the United States, cars in the medium price class were now unacceptable if they had normal transmissions.

## PETROL FUMES EXPLOSION

### AT SOUTHEND GARAGE

Peter R. Smith, a director, and William Hyland, an employee, of Holmes and Smith, Ltd., motor agents and car hirers, narrowly escaped serious injuries when an explosion occurred last week which wrecked the office of their Pier Hill, Southend-on-Sea, branch.

**The cause, say the police, was concentration of petrol vapour in the office; how the vapour collected is unknown.**

The fire brigade attended, but there was no outbreak of fire as was first expected. Both men escaped with minor cuts and bruises.

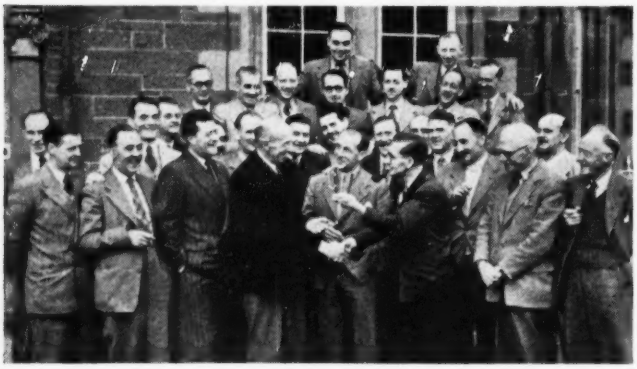
At the time of the explosion, petrol was being transferred from a lorry to the garage pumps. The explosion was heard over a wide area.

## P.A.Y.E. SYSTEM CHANGES

Certain changes in the P.A.Y.E. system are to be made shortly by the Board of Inland Revenue. These changes will not affect the vast majority of employees, but will reduce the amount of non-productive work in dealing **with those employees who are not liable to pay tax because of the size of their personal allowance.**

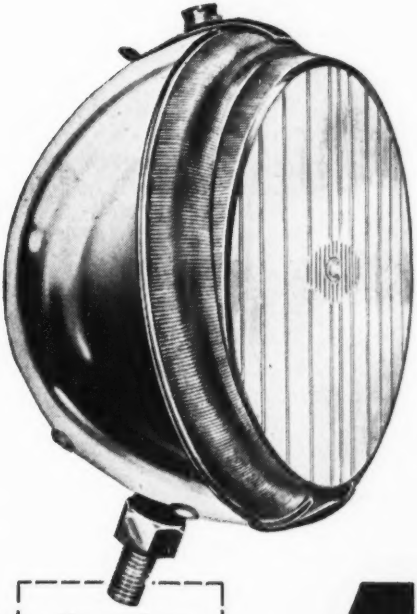
In such cases, a new card, called the Code Card, will be sent by the tax office to the employer, authorising him to use the code number shown on it.

If the employee changes his employment before he becomes liable to tax, he will be given this card by his employer and take it with him to his new employer. This simplifies the present procedure on change of employment.



**INTER-CLUB GOLF MATCH.—Members of the North-East England and the Edinburgh and District Motor Trade Golf Clubs at the Dunbar Golf Club where the Edinburgh team won the annual inter-club match by five games to one and retained the Flodden-Bannockburn Tankard.**

# Used by the "leading lights"



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# MOTOR INDUSTRY'S NEWS

## Show Dates

**Motor Show** (37th International), Oct. 22nd to Nov. 1st, at Earls Court, London. Organisers, Society of Motor Manufacturers and Traders.

**Cycle and Motor Cycle Show**, Nov. 15th to 22nd at Earls Court, London. Organisers, British Cycle and Motor Cycle Manufacturers and Traders Union, The Towers, Warwick Road, Coventry.

**Smithfield Show**, Dec. 8th to 12th, at Earls Court, London. Organisers, Smithfield Show Joint Committee, 148, Piccadilly, London, W.1.

## W. MIDLAND I.M.I. NIGHT

It was a successful evening on Thursday last week when the West Midland Region of the Institute of the Motor Industry held their annual dinner-ball at Birmingham.

I.M.I. President **Stanley S. Dawes** was present and replied to a toast to the Institute proposed by Denis Morris, of the B.B.C. Mr. Dawes commented on the work of the I.M.I. and of its place in the industrial and educational life of the country.

The Lord Mayor of Birmingham, Ald. W. T. Bowen, was also among the guests, and, replying to a toast to the city, proposed by the West Midland I.M.I. Chairman, **Graham C. Hill**, who presided, he paid tribute to the motor industry, on which Birmingham in particular depended so much. He also congratulated those connected with the industry on the fact that **it was one thing in which industrial unrest was practically non-existent.**

The "Ladies and Guests" were proposed by **F. F. Griffin**, the response being made by Chairman **Tom Byatt** of the West Midland Division of the Motor Agents' Association.

## JAMES CLAYTON LECTURE

Automobile Division of the Institution of Mechanical Engineers are holding a James Clayton lecture meeting at 5.30 p.m. on November 4th at the headquarters of the Institution, Storey's Gate, St. James's Park, London, S.W.1.

The speaker will be Vice-President **Charles A. Chayne**, of General Motors Corporation, who will present a paper entitled "Automatic Transmissions in America."

## SPECIALLOID EX-DIRECTORS SENT TO PRISON

### CHARGED ON THREE COUNTS

After a hearing which had lasted 15 days at the Old Bailey, two former directors of Specialloid, Ltd., Harry Noel Bates and Charles Frederick Russell, were both sentenced on Monday to 12 months imprisonment and ordered to pay a sum not exceeding £2,000 towards the cost.

They had pleaded "not guilty" to three counts of attempting to induce people to acquire shares in Specialloid, Ltd., by dishonest concealment of material facts, by a forecast they knew to be misleading, false, and deceptive, or by recklessly making a forecast which was misleading.

Outlining the case for the prosecution, the Solicitor-General said that during the war Specialloid was a very flourishing business, manufacturing pistons for Russian tank and aircraft engines. A profit of £56,743 was made for the year ended March, 1944. The following year the profit was £55,574.

With the end of the war, however, the position changed. In April, 1945, Bates, who was then managing director, saw Col. Sweeny, of the Federated Trust and Finance Corporation, an issuing house, and said he wanted to raise further working capital for Specialloid. It was alleged that despite the fact that Bates knew that the company had incurred a nett loss of £23,000 for the June quarter, 1945, he told Col. Sweeny that the company was prosperous.

### "FALSE STATEMENTS"

Eventually, it was agreed to issue 200,000 2s. ordinary shares at 20s. a share, and in November, 1945, the text of a marketing letter covering the new issue was discussed.

In its final form, that letter contained what the prosecution contended were a number of false statements. The letter claimed that the profits anticipated of Specialloid for the year ended March, 1946, would not be less than those for the preceding year: that the company had orders in hand equal to more than six months' maximum production, and the directors anticipated the position would be maintained.

At the time this letter was being approved by the defendants, said counsel, they must have known that the company had made a loss of £77,535 for the six months ended September, 1945.

C. F. Russell is to appeal.

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## MOTOR INDUSTRY'S NEWS

# PARIS A GOOD SHOP WINDOW FOR OUR CARS

## OPPORTUNITY FOR ORDERS FROM MANY COUNTRIES

### BUT NOT FROM FRANCE

THAT the Paris Motor Show is still the most international of all shows, and that it is the best shop window in Europe for British cars, was the opinion expressed by many exhibitors from this country at this year's exhibition.

Although French currency and import licence restrictions mean that the ordinary public in France cannot buy British vehicles, **there is in the Paris show an opportunity of gaining interest from people in other countries of Europe, particularly Scandinavia, who come to this show but not to the London fixture. It is also regarded as a useful dollar-raiser in that it is a means of selling cars to U.S. Forces personnel, and to other Americans at present in Europe.** On top of this, of course, there is the value of the prestige gained. With the exception of selling to the Americans, the same holds good for equipment firms.

The French people themselves, due mainly, no doubt, to the restrictions on what they can buy, flocked to see their own makers' smaller "bread-and-butter" cars, and, at the week ends in particular, it was difficult to get a foot on some of their stands. Star performer was the new French Ford V8, the Vedette 53, which is not only an attractive car, but **which now carries a guarantee for 30,000 miles or 12 months, including materials and labour.**

### FRENCH TREND

Aim of the French manufacturers seems to be a wider range of cars at lower prices, but there is little indication of a further step towards even more simple economy cars, as there had been hitherto. Concentration appears more on improved versions of the ordinary family car.

So far as the Socema-Gregoire gas turbine car is concerned, from the point of view of the show it could be considered as no more than a novelty. The engine was not to be seen, and only the car as such and its controls could be inspected.

Germany's exhibits gained considerable attention, especially the Volkeswagen and the Mercedes-Benz, but the Germans are faced with the same restrictions in France as are the British or any other foreign manufacturers, a fact which led to their exhibits receiving no more than a cursory inspection by the French public other than the real enthusiasts. On the other hand, any exhibit in the form of a working engine or a cut-away mechanical unit commanded great interest. The Spanish Pegaso car was perhaps the foreign exhibit that held most sway.

### BRITISH EXHIBITS

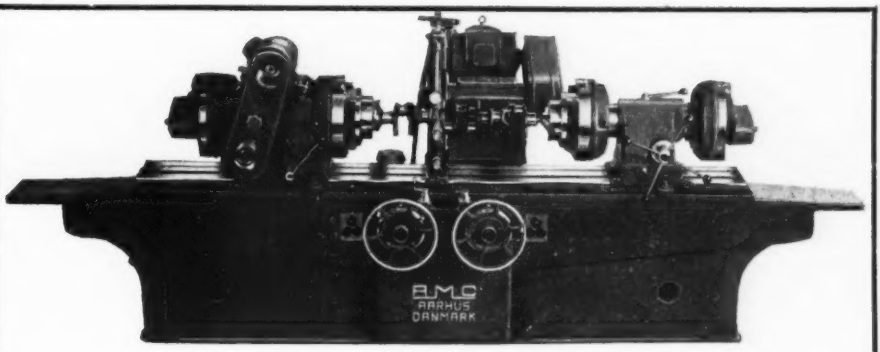
The Austin Motor Co. reported many inquiries about the "Seven," which was displayed with a cut-away side on a turntable; the A40 was also very popular. The Nuffield stand did quite well with the Morris Minor and the M.G., while the Daimler 3-litre convertible, being shown for the first time, had an enthusiastic reception. Rootes were showing the new Humber Hawk, the Hillman Minx and the Sunbeam (the Talbot tag is dropped in France). Rootes were also the only British firm with c.v. exhibits, apart from Rover, with the Land-Rover.

One of the most popular British stands was that of Jaguar, who made a feature of the record-breaking XK120 Sports Coupe. Rolls-Royce sold a £7,000 black and gold model to Prince Saud, of Saudi Arabia.

Coachwork did not seem to attract the French people so much as one might think, but there was readiness to acclaim the work of the Italian firms, who again excel in this respect. **This in particular brought a lot of attention to the Singer Motors' stand, where a startling sports coupe body by Ghia was shown on a Singer SM1500 chassis.**

In the galleries there was a great array of accessories, with more seats and upholstery exhibits than it is possible to imagine. A great feature was made, too, of front seats which slide forward, with the squab dropping down in line with the rear seat, this forming a bed or couch.

Downstairs there was a special service station section, in which was housed most of the garage service equipment. The petrol pumps and lubrication bay fittings were very American in appearance, having had more attention to colours than is usually the case in this country.—R.A.S.

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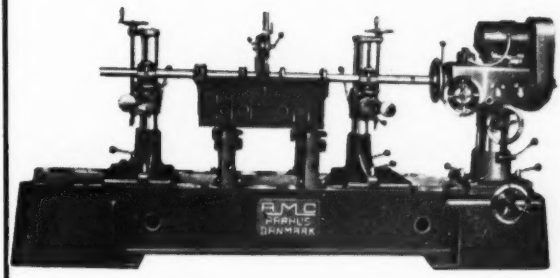


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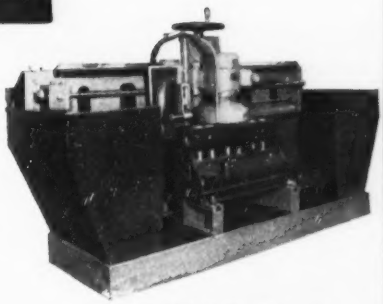

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# MOTOR INDUSTRY'S NEWS

## MOTOR TAX IS "HIGHWAY ROBBERY"

### ROAD FUND USE CRITICISED

"It is a startling fact that since 1945 taxation on motor vehicles, including that on petrol, has yielded no less than £1,220 million, and, in the same period, all that has been expended on Road Fund purposes is £190 million—less than 16 per cent. of the amount raised. **Surely this is highway robbery with a vengeance?"**

This criticism of the administration of the Road Fund was made by **Kenneth Bryant**, Chairman of the Greater London Area Council, at the annual conference of the National Chamber of Trade held at Morecambe. Mr. Bryant is Joint Managing Director of South London Motors, Ltd., of Streatham, London.

He was moving a resolution calling attention to the unfairness to occupiers of premises and the public by the operation of the "no parking" restrictions. **It asked the Minister of Transport to authorise unilateral parking instead, whenever possible.** The conference accepted the resolution.

"As opportunity offers," Mr. Bryant went on, "we must press to get more money spent to bring our road system up to date, for therein lies the long-term answer to the parking problem.

"In the meantime, however, we must deal with the position as it exists, and it would appear that the Minister of Transport, in making his 'no waiting' regulations, often pays insufficient attention to the convenience of local shoppers who use cars for the purpose."

## MUST NOT SELL PETROL

### GARAGISTS REFUSED PERMIT

Wirral Council last week reaffirmed their previous decision not to allow the retail sale of petrol from the premises of James Evanson and Sons (Heswall), Ltd., in Tower Road South, Heswall.

Coun. J. W. Bridger, moving the reference back of the minute, said he understood the Area Planning Officer had turned down the proposal on the grounds of amenity. The garage was there and if the owners were allowed to carry on ordinary business, **he failed to see how selling a few gallons of petrol was going to make any difference.**

The chairman of the Town Planning Committee said if the Council had had planning powers in the past, the garage would not have been there.

He added: "If you allow the retail sale of petrol there, you are going to make the hereditament more industrial than it is at present."

## WEAVER IN SCOTLAND

Weaver Manufacturing and Engineering Co., Ltd., announce that on October 15th their sales and service organisation for Scotland was placed on an agency basis and is being handled by Gerard Wakeham, Ltd., 1, Clifton Street, Glasgow, C.3.

The Weaver service engineers will still operate in Scotland, but will now be under the control of Gerard Wakeham, Ltd. The company say, however, that the trade will still be able to buy Weaver equipment through their normal wholesalers.

**PLYMOUTH SALES CONVENTION.—Sales managers, representatives and technicians at the three-day sales convention held by Tecalemit, Ltd., at Plymouth. Top table (l. to r.) General Factory Manager B. E. Richmond; Chief Engineer W. H. Whiteland; Director and General Manager P. R. Scutt; Deputy General Sales Manager R. F. Brooker; General Sales Manager W. F. H. Geffers; Products Manager R. R. Parker, and Marketing Manager D. M. Bruce.**

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For higher sales - sell

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FOR GOODWILL AND GOOD PROFIT

# MOTOR INDUSTRY'S NEWS

## Show Functions

**Oct. 21st.—Society of Motor Manufacturers and Traders** annual dinner, Grosvenor House.

**Oct. 22nd. — Motor Ball** in aid of the Benevolent Fund, Grosvenor House.

**Oct. 22nd.—Chloride Batteries, Ltd.**, lunch, Clarendon Restaurant, Hammersmith.

**Oct. 23rd.—Triplex** cocktail party, Grosvenor House.

**Oct. 23rd. — Daimler** distributors and dealers cocktail party, May Fair Hotel.

**Oct. 23rd.—Nuffield** family party, Grosvenor House.

**Oct. 24th.—Fellowship of the Motor Industry** Motor Show lunch, Connaught Rooms.

**Oct. 24th.—Riley Motor Club** "Show Time" dinner-dance, Park Lane Hotel.

**Oct. 24th.—Sunbeam-Talbot** dinner-dance, Dorchester Hotel.

**Oct. 27th.—Austin** "Show Time" dinner, Grosvenor House.

**Oct. 27th.—Society of Irish Motor Traders and the Scottish Motor Trade Association** annual dinner, Royal Automobile Club.

**Oct. 28th.—British Wagon Co., Ltd.**, cocktail party, 23, Knightsbridge.

**Oct. 28th. — Lucas** agents dinner, Connaught Rooms.

**Oct. 28th.—Motor Agents' Association** annual dinner, Dorchester Hotel.

**Oct. 28th. — Association of Manufacturers and Distributors of Garage Equipment** autumn luncheon, Trocadero.

**Oct. 29th. — Raybestos - Belaco** stockists dinner, Trocadero.

**Oct. 29th. — Rolls-Royce** annual lunch, Dorchester Hotel.

**Oct. 29th.—Singer** Motor Show party, 23, Knightsbridge.

**Oct. 30th.—Oldham and Son, Ltd.**, distributors and agents dinner, Park Lane Hotel.

## CYL. TOOL PRICES DOWN

U.M.E. Distributors, Ltd., of Rochdale, have made an all round reduction of 10 per cent. in the prices of Unique and W.D.P. tools. The new prices are :—

Unique cylinder liner insertion and extraction tool, £30; Unique cylinder hone No. 1, £14 14s.; Unique cylinder hone No. 2, £12 12s.; W.D.P. adjustable grinding reamers, £17 10s.

## INDUSTRY'S CRYING NEEDS

### P. TAX AND CREDIT FREEDOM

The motor industry was still on its toes, but it had two crying needs, namely, freedom from purchase tax, and a relaxation of credit restrictions, said Chairman **Sir William Rootes**, of the Rootes Group, at the introduction of the new Humber Super Snipe in London on Tuesday.

He was not in the least pessimistic concerning the ultimate future, either of the car export trade or the motor industry, whatever the temporary ups and downs might be. Far too many people, including governments, seem to think that the motor industry's export trade was a flash in the pan affair—here to-day and gone to-morrow, and to be taxed as hard as possible while the going was good, Sir William went on.

Having become Britain's biggest single exporting industry, the motor industry was determined to do its best to remain as such, but it must be treated with the Governmental consideration it deserved to enable it to do so.

**Everything depended upon the industry being given freedom of action, costs being held, and a stiffer backbone being shown by the Government in trade negotiations with overseas countries.**

Referring to the new Super Snipe (described in this issue) Sir William said it had been designed for the toughest roads in the world, and had an exceptionally strong chassis and the largest shock absorbers ever put on a passenger car.

Big overseas trading corporations operating in the roughest country and under severe climatic conditions had already placed orders for close on a million pounds' worth of the new Humbers.

## PERSONALS

The death occurred on October 10th, at the age of 61, of **Charles P. King, M.I.M.I.**, a senior motor insurance representative of the Liverpool and London and Globe Insurance Co., Ltd. His brother is Director and General Manager **C. F. Lawrence King, M.I.Mech.E.**, of the British Wagon Co., Ltd., of Rotherham and London.

North British Rubber Co., Ltd., Edinburgh, have appointed **T. B. Miller**, previously Cashier, to the new position of Assistant Secretary. His successor as Cashier is **K. S. Gill**.

# AUSTIN

**you can depend on it**

and you can depend on us for Exchange reconditioned engines suitable for all models of Austin Cars and Commercials. We have the largest stock in the whole of Britain with prices ranging from **£25 to £50.**

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## ST. LUKE'S GARAGE

**WESTMORELAND MEWS**

**BAYSWATER, W.2**

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# MOTOR INDUSTRY'S NEWS

## RETAILERS AND THE 3d.

**Announcing the return of branded petrol on February 1st next year, President Harold A. Smith, of the Motor Agents' Association, had something to say about its advanced price of 3d. a gallon when speaking at the Cambridge M.A.A. recently.**

**The return of brands would mean further costs for the garage in one way or another, with extra delivery wagons coming in and out of the premises, so . . . .**

**"We shall have to see the petrol companies before February 1st to see where retailers come in so far as this extra threepence is concerned."**

## SERVICE DEPOT EXPANSION

### PLANNED BY ALTRINCHAM AGENTS

Arden and Bull, Ltd., automobile engineers, Old Market Place, Altrincham, have now obtained the necessary licences and approval for extensions of just over 15,000 sq. ft. to their existing service department.

It has taken the company nearly three years to obtain all the necessary licences

and approvals, as well as having to purchase the land from three different owners.

The site, shown here, is situated on the main Manchester-Chester road in Altrincham, and the company expect to start on the foundations this month. They have been in business in Altrincham for over 30 years.

**D. J. Warren** has been appointed Sales Manager (home sales) of Aston Martin, Ltd., and Lagonda, Ltd., by the Automobile Division of David Brown Tractors (Engineering), Ltd.

## NON-FERROUS SCRAP PRICES

### COMPARED WITH YEAR AGO

For comparative purposes we show below the present prices and those for a year ago paid for non-ferrous scrap—clean and free from iron and steel—by George Cohen, Sons and Co., Ltd., and delivered free to their works at 600, Commercial Road, London, E.14.

| | Oct. '52 per ton | Oct. '51 per ton |
|---|---|---|
| Copper, wire No. 1 untinned | £220 | £195 |
| Copper, heavy, untinned .. | £215 | £190 |
| Copper, wire, No. 2 ..... | £210 | £185 |
| Copper, light clean ..... | £205 | £178 |
| Copper, braziery ..... | £170 | £168 |
| Gunmetal ..... | £155 | £216 |
| Brass, mixed ..... | £115 | £164 |
| Brass, unsweated radiators.. | £112 | £162 |
| Aluminium, cast ..... | £100 | £80 |
| Aluminium, old rolled ..... | £105 | £85 |
| Zinc ..... | £53 | £136 |
| Lead Scrap nett ..... | £82 | £157 |
| Battery lead ..... | £46 | £111 |

George Cohen emphasise that all these prices, issued on October 6th, are subject to market fluctuations.

## HENLEY'S STAFF SOCIAL

The probability that this was the last year he would preside as Chairman of the Henley Organisation at their annual staff dinner and dance was announced by **Sir Montague Hughman** to the 700 members of the headquarters staff and branches of the organisation who assembled at the Dorchester, London, last Saturday, for the function.

Sir Montague was replying to the toast to the "Henley Companies," proposed by Works Manager **A. T. Winder**, of Birtley Works, Co. Durham. He mentioned that he was taking this step after spending 57 years in an active business life. He hoped, however, still to remain with them as a Director.

He thanked all the executive staff for the great help he had had from them throughout the years, and gave a special welcome to the newcomers to the organisation, who, he said, were the people they would have to rely upon in the future.

The toast to "The Ladies" was proposed by **A. V. Burnett** and replied to by **Miss E. Savage**.

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**EARLS COURT**
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| | |
|---|---|
| MINIMUM HEIGHT | 9½" |
| POWER LIFT | 6" |
| HAND EXTENSION | 4¼" |
| EXTENDED HEIGHT | 19¼" |
| HANDLE LENGTH | 36" |
| WEIGHT FILLED, LESS HANDLE | 30 LBS. |
| WEIGHT OF HANDLE | 5 LBS. |
| CAPACITY (in tons of 2240 lbs.) | 6 TONS |

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# MOTOR INDUSTRY'S NEWS

## What's On

**WEST LONDON MOTOR TRADERS ASSOCIATION**

**Oct. 20th.—Dinner meeting** at the Paviour's Arms, Page Street, London, S.W.1.

## BARNET ROOTES WEEK

Few faults were found on the 138 cars inspected by Hadley Green Garage, Ltd., Barnet, during their recent Rootes service week. This was attributed to the fact that most of the firm's customers have regular maintenance carried out.

The 138 bookings were the result of 250 invitations, printed on gold-edged cards. When a customer made an appointment he was sent a voucher. **Of the customers who did not reply, a selected number were telephoned and asked if they would like to bring their cars in. Only two of the number telephoned in this way refused.** Collection and delivery was arranged where desired.

Managing Director **H. W. Green**, of Hadley Green Garages, Ltd., said he felt that a service week gave him a good opportunity of meeting personally customers who before had been merely names on the firm's books.

## CROSS-CHANNEL VESPA

French motor cycling champion **Georges Monneret** crossed the channel last week on a Vespa scooter fitted with floats. The crossing took six hours.

A standard Vespa was mounted in the centre of the twin floats, its rear tyre resting on a ribbed roller which drove the propeller through gearing. The craft was steered by connecting the handlebars by cables to a rudder.

In spite of a by-no-means smooth sea, the Vespa gave no trouble, and continued to function in spite of the showers of spray that came aboard.

A reception in M. Monneret's honour was given at the showrooms of University Motors in Piccadilly, at which **Major G. Bradstock**, of University Motors, and **Harold Whitehouse**, Chairman of Douglas (Kingswood), Ltd., British makers of the Vespa, congratulated him on his feat.

## REST OF THE NEWS

:: :: **Lighting-up Times (Greenwich): Saturday, October 18th, 6.31 p.m. Saturday, October 25th, 6.17 p.m. Sunday, October 26th, 5.15 p.m. (Summer Time ends).**

:: :: **Production Census Returns.**—To reduce statistical work to the minimum, the census of production for the years 1952 and 1953 will be based on sampling methods. As a result of this, a large proportion of the smaller and medium-sized establishments will not have to make returns.—President of the Board of Trade.

:: :: **Dunlop Golf.**—The medal round at the autumn meeting of the Dunlop (London) Golfing Society, played at Effingham, was won by W. A. Evans, assistant information officer. Mr. Evans, with E. M. Fletcher (general rubber goods division), also won the greensome Stapleford competition.

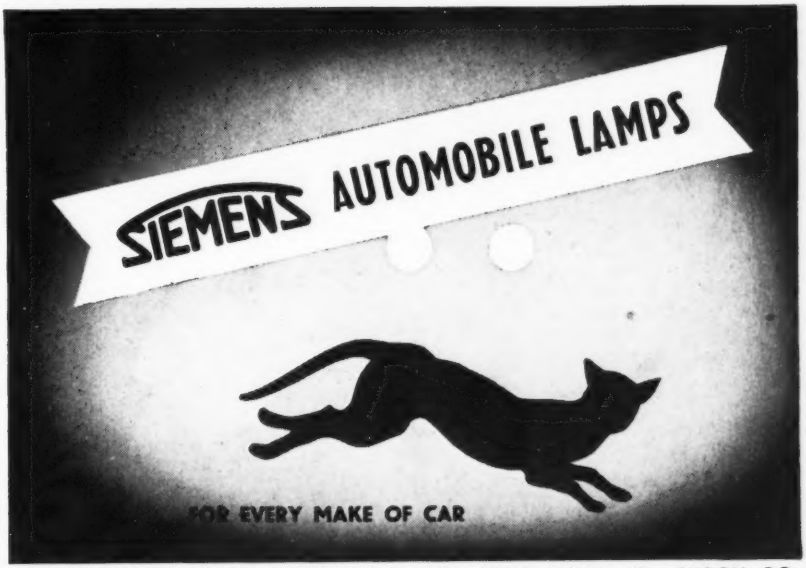
:: :: **Gravesend Lecture.**—There was an attendance of about 70 at the first of the session's lecture meetings held at Gravesend Technical College for members of the local motor trade. A talk on the "Operation and Maintenance of Fuel Injection Systems," was given by Senior Instructor T. G. Charlesworth, of C.A.V., Ltd.

:: :: **They Built their Homes.**—Eleven houses, built by themselves in their own spare time, are now occupied by workers from Fort Dunlop, and 11 more are on the way.

:: :: **Battery Agents' Dinner.**—Nearly 300 guests representing the motor, radio and cycle trades and commercial vehicle operators in the West Country attended a dinner and cabaret in Bristol given jointly by F. O. Coward, Ltd., of Bristol, and the directors of Chloride Batteries, Ltd.

:: :: **Portsmouth M.A.A. Dinner-dance.**—Portsmouth Section of the M.A.A. are holding their annual dinner-dance on November 20th at Kimbells Clifton Ballroom, Southsea. Tickets (21s. each) may be obtained from Section Chairman C. Stephenson, Cumberland Garage, 110-12, Eastney Road, Portsmouth.

:: :: **Paper on Materials Handling.**—The first paper to be presented to the recently formed Institute of Materials Handling will be on "Handling, the new Technology," by L. Landon Goodman, industrial specialist of the Electrical Development Association. The meeting will be at 7 p.m. on October 24th at the British Institute of Management, 8, Hill Street, London, W.1.

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# TORTUOUS TALKS on TRADE TOPICS

by "Thansi"

Illustrated by "Betts"

## *Knuckledusters for cashiers and chit-checkers*

### Winged with a shot

EXPENSES are no object to some people, and therein often lies a friendly leg-pull, especially for chit-signers in large organisations.

Yesterday, I challenged a friend of mine just promoted to the ranks of Chit-Signers-in-their-Own-Right. He'd spent an hour or more describing a series of firm's functions and business dinners he'd attended. I decided to wing him with one solitary shot.

He is with a large engineering combine and located away from the central offices, so I guessed where his troubles would lie. Sure enough the local city police had approached for a donation for a benevolent or similar fund.

Down he came with my first bullet, because this approach had caught him in a position where he can't move without long-winded reference back to headquarters. So the Big-Time-Chit-Signer was caught by the firm's network automatically.

Faced with the same impasse myself, and knowing the advantages of the quick and willing gift, I had written out a cheque of my own when *first asked*, and *before* the function. Talking to our hydra-headed system then proceeded at leisure, aided by astrologers and what have you!

### Hamstrung by a guinea

So yesterday I chuckled at this Chit-Signer wallowing in pound notes for entertainment purposes, arranging commitments for hundreds of pounds at a flick of the wrist, and yet hamstrung over a guinea subscription. All because of episodes in the past which caused all large firms to defend themselves against confusion and overlap, to say nothing of over-generosity.

Providing their wives with a range of clothes far beyond normal needs.

So, as I say, we get the daft position of a concern with millions behind it whose local manager says he is hamstrung on a guinea, but wades through their banknotes in hotel restaurants and cocktail bars.

A lot of the nonsense in this expenses business wants attention. It has many sides to it, and I'm going to touch on one more in particular. Not from personal experience, because I always avoided the vortex.

I've been in a further discussion which involved husbands in the sales world whose wives were *expected*, by the firm, to join in a series of functions. The chatter centred on the fact that the husbands out of their taxed

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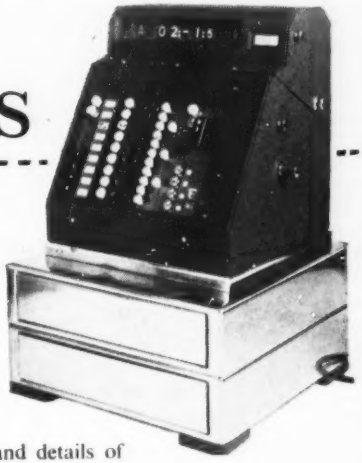
# SWEDA
## CASH REGISTERS



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Registers can provide for the precise requirements of each user, including :

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income (see the difference?) were being jockeyed into providing their wives with a range of clothes far beyond normal needs.

The wealthier senior executives' wives for a start can, and do, set a fast pace in continual frock changes. The juniors' wives aided by their harassed husbands try to follow, for obvious reasons.

So we get the man unable to move over the guinea but flashing the fivers and tenners on entertainment, sweating over the financing of a heap of smart frocks, *and*, let me add, their accessories.

Remember, I did not start these discussions. They just bubbled up in the home circle, as between friends and without pulled punches.

Well, there we are! Put entertainment on a free-for-all or competitive basis and, as any cashier or holder-of-purse-strings will tell you, it is soon out of hand. Shrewd and carefully budgeted entertaining by well-balanced employees or principals is a worthwhile expense in business. When, however, it gets over-lavish or competitive then either the system or the individual requires attention.

Very boring this renewed chatter about expenses whilst Motor Shows are hovering around, isn't it? Issue the knuckledusters out to the cashiers and chit-checkers, Gertie. By golly, they'll need 'em.

## NEW SOLDER COMPANY

H. J. Enthoven and Sons, Ltd., Enthoven House, 89, Upper Thames Street, London, E.C.4, have formed a new subsidiary, entitled Enthoven Solders, Ltd., to market the solder and solder specialities manufactured by the parent company.

The head office of the new company is in Upper Thames Street, and is now in two divisions. One division, concerned with marketing solid solders, is controlled by **W. J. Myers**, who has been appointed to the board of the new company. The other is under the direction of **F. C. Thompson.**


*More Profits for you from your Sales with*

**DELANEY GALLAY HEATERS**

Delaney Gallay Heaters are available to suit all pump-cooled cars and most cars with Thermo Syphon Cooling. Heaters are not only saleable in the winter, there are many periods in spring and summer when a motorist, and especially his passenger, is glad of some heat and in the case of Delaney Gallay Pump Type Heaters these can be used for cool air circulation as well as for heating.

The exclusive Delaney Gallay feature of a wide range of installation and Demister Kits to suit various makes of vehicles greatly assists your sales and reduces installation time, thus saving costs.

Built-in Demisters, another feature, help to bring customers' older type cars in line with the new models for which they are so patiently waiting.

Whether your customers' cars are old or new we can help you to overcome any heating or demisting problem.

**Prices from £8 8 0. Write or telephone for further details.**

**VISIT OUR STAND No. 232 AT INTERNATIONAL MOTOR SHOW, EARLS COURT**

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EDWARD JOY & SONS LIMITED, LEEDS. ESTABLISHED 1807 "Between Trafalgar and Waterloo"

# Motor Trade Commercial Report

### COUNTY COURT JUDGMENTS

THE returns given below have been obtained from the Registry of County Court Judgments. **The Register does not differentiate between actions for damages and those for debts, or otherwise show in any case the nature of the dispute which may have made reference to the Court for its decision desirable.** Also, it is not known whether the judgments have been satisfied at this date of publication, but in many instances the amounts may have been settled between disputants and paid. **Further, the persons sued may have been acting for the defendants in representative capacities, and the claims may not have been against them personally; alternatively, the proceedings may have been personal matters unconnected with the businesses whose addresses have been used.**

**C. R. Ayton** (t.a. Avenue Garage), Avenue Rd., Wymondham, Norfolk, motor engr. £96 5s. 4d. Sept. 8.

**Burgess Bros.**, 8, Bucknell Rd., Bicester, motor engrs. £10 3s. 2d. Aug. 29.

**H. Davis**, 93, Chestnut Drive, Birmingham, garage propr. £15 11s. 6d. Aug. 23.

**D. Duggan** (t.a. Red Fox Garage), The Mount, York, garage propr. £12 3s. 5d. Sept. 6.

**John Farnell (Ambler Thorn), Ltd.**, r.o. Moor Close Lane, Ambler Thorn, Halifax, motor body bldrs. £13 13s. Sept. 10.

**J. W. Holland (Ashgate Motors), Ltd.**, 9/11, Ashgate Rd., Sheffield, motor engrs. £35 15s. 9d. Aug. 25.

**John's Garages (Sandy), Ltd.**, 115, London Rd., Sandy, Beds. £23 8s. 10d. Sept. 5.

**John's Garages (Sandy), Ltd.**, as above. £26 12s. 3d. Sept. 9.

**A. Johnson** (t.a. J. B. Johnson & Sons), Bardney Rd., Wragby, nr. Lincoln, motor engr. £50 14s. 8d. Aug. 18.

**L. Jollow**, 41, Brook St., Tavistock, cycle agent. £15 13s. 2d. Aug. 19.

**Langport Motor Co., Ltd.**, Bow St., Langport. £12 12s. Aug. 29.

**Mansal Garage**, 14, Charles St., Manchester, 1. £21 7s. 6d. Sept. 2.

**Parsons Service Garage**, Thorpe-le-Soken, Essex. £44 2s. 10d. Sept. 4.

**D. P. H. Pierce**, 13, Princess Mews, W.2, motor cycle engr. £14 19s. 2d. July 25.

**T. Postlethwaite**, Eskdale Garage, Eskdale, nr. Ravenglass, auto. engr. £38 8s. 5d. Sept. 3.

**D. Price**, Caravan 5, Stone Cross, Sticklepath, Okehampton, motor engr. £10 13s. 6d. Aug. 29.

**W. C. Prince**, 91, Hollystitches Rd., Nuneaton, garage propr. £15 0s. 4d. Sept. 3.

**W. Richmond** (t.a. Barford Garage), Barford, Norwich, garage propr. £40 11s. Aug. 30.

**W. A. J. Roberts**, Beeches Garage, Miles Rd., Coleford, Glos, garage propr. £22 19s. July 25.

**E. W. Russel** (t.a. Russel's Motor Works), Kimble, nr. Aylesbury. £40 4s. 8d. Aug. 28.

**J. C. Simmonite**, Moor Edge, New Rd., Bamford, Derbys, body repairer. £48 11s. Aug. 19.

### NEW COMPANIES

**Henry G. Webber, Ltd.**—Private co., reg. Sept. 18. Cap., £2,000. To carry on the business of motor and coach trimmers and repairers, hand building specialists for, and suppliers of latex foam cushioning, etc. Directors H. G. Webber, Ethel M. Webber. Reg. office: 37/38, Bean St., Pennywell Rd., Bristol, 5.

**Maudslay's (Leeds), Ltd.**—Private co., reg. Sept. 25. Cap., £5,000. To acquire the business of a motor coach and body bldr. carried on by W. Smith at Wagon Works, Tong Rd., Leeds, as Maudslay's. Directors: W. Smith, Mrs. M. E. Smith. Reg. office: Wagon Works, Tong Rd., Leeds, 12.

## B.M.T.A. Stop List

**Following alterations have been made to the British Motor Trade Association Stop List, during the week ended October 11th, 1952:—**

### ADDITION

**Fitzpatrick, G.**, 65, Newry St., Banbridge, Co. Down; and Commercial Rd., Banbridge, Co. Down.

### DELETIONS

**Ballantyne, Donald**, Eglinton Motors, 168, Pollokshaws Rd., Glasgow.

**Eglinton Motors.** See Donald Ballantyne.

**Franks, H.**, 91, Bell Green Rd., Coventry; Regent Garage, Leicester St., Coventry. See Regent Garage.

**Franks, W.**, 91, Bell Green Rd., Coventry; Regent Garage, Leicester St., Coventry. See Regent Garage.

**King, E.**, The Oakes, Warren Rd., Chelsfield Kent.

**Regent Garage.** See H. Franks and W. Franks.

### AMENDMENT

**Crowe's Tyre Depot.**

**Add the following address to this entry:—**

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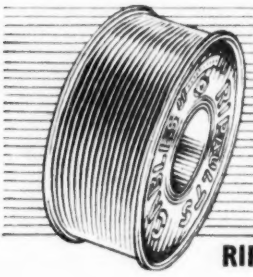

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RIPAULTS LTD. SOUTHBURY ROAD · ENFIELD · MIDDX.

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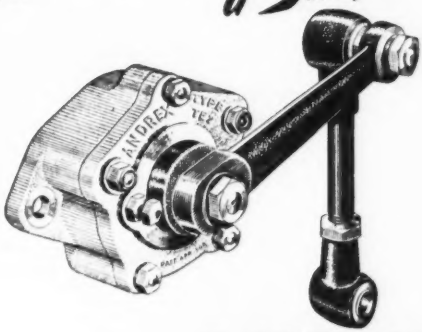


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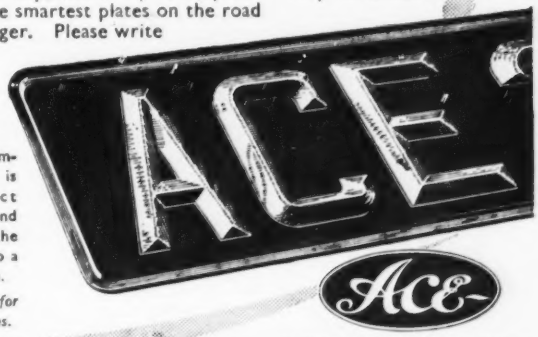


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ACE WORKS, COVENTRY. Phone: Coventry 64123.
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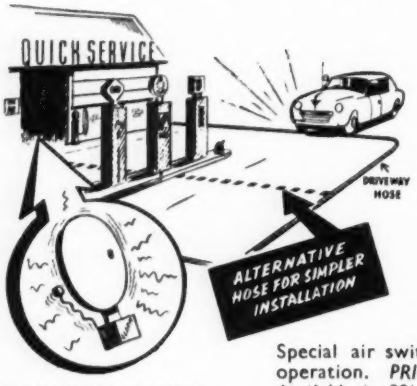


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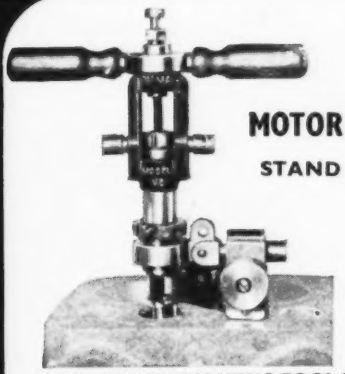

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# INDEX TO ADVERTISERS


A.C.-Sphinx Spark Plug Co. ..... 231
Aerialite, Ltd. ..... 164
The Aerograph Co., Ltd. ..... 149
Aldridges ..... 277
Andre (Components), Ltd. ..... 273
Archers (Shirley), Ltd. ..... 282
Armstrong Patents, Ltd. ..... 247
Autocar Electrical Equipment Co., Ltd. ..... 283, 284
Automotive Products Co., Ltd. .. Supp. xiii
Auto Tyre Services, Ltd. ..... Supp. xxiii
Avery-Hardoll, Ltd. ..... 207
Avon India Rubber Co., Ltd. ..... 261
B.B. Chemical Co., Ltd. ..... 257
Barnacle, Ltd. ..... 142
Bearings and Accessories, Ltd. ..... 148
Beck and Co. (Meters), Ltd. .. Supp. xxxiii
Walt. Bennett (Spare Parts), Ltd. .... 162
Black and Decker, Ltd. ..... Supp. xxx
The Blaker Motor and Welding Co., Ltd. ..... 271
Joseph Bradbury and Sons, Ltd. Cover iv
Bricovmo, Ltd. ..... Supp. vii
British Thomson-Houston Co., Ltd. Supp. xxii
British Thomson-Houston Co., Ltd. (Mazda) ..... 165
Brown Brothers, Ltd. ..... Cover iv
Buck and Hickman ..... 243
Buckland Battery Co. ..... 160
Bunar Solvent Co. ..... 280
C. L. Equipments, Ltd. ..... Supp. xvii
Car Mart, Ltd. ..... 249
Carmo (1929), Ltd. ..... 280
Carobronze, Ltd. ..... 142
Chamberlain Industries, Ltd. ..... 158
Chloride Batteries, Ltd. ..... 227
V. L. Churchill and Co., Ltd. Supp. xxvi, xxvii
Wm. Clark (Spare Parts), Ltd. 144, Supp. vi, 275
Cleveland Petroleum Co., Ltd. .. Supp. ix
Cliftons Service Stations, Ltd. ..... 166
Commercial Ignition, Ltd. ..... 267
Cords Piston Ring Co., Ltd. ..... 156
Cornercroft, Ltd. ..... 273
Cornhill Insurance Co., Ltd. ..... 150
Croggon and Co., Ltd. ..... 162
Crypton Equipment, Ltd. ..... 251
Davies Tyre Co., Ltd. ..... 147
Delaney Gallay, Ltd. ..... 270
Delco-Remy-Hyatt Division of General Motors, Ltd. ..... Supp. xxv
Delapena, Ltd. ..... Supp. ii
Dowson and Mason Gas Plant Co., Ltd. ..... 284
Dunlop Rubber Co., Ltd. ..... 173
Easco Electrical, Ltd. ..... 280
Edmunds Walker and Co., Ltd. Supp. v
A. Elder Reed and Co., Ltd. ..... 150
Elgar Machine Tool Co., Ltd. ..... 259
Epco, Ltd. ..... Supp. xvi
Esso Petroleum Co., Ltd. 215, Supp. xxxiv
Farnborough Eng. Co., Ltd. .. Supp. xxix
Ferodo, Ltd. ..... Supp. xxiv
Firestone Tyre and Rubber Co., Ltd. 211
Ford Motor Co., Ltd. ..... 168
Fortis Tools, Ltd. ..... 284
G. S. L. Products, Ltd. ..... 199
Gandy, Ltd. ..... 269
Girling, Ltd. ..... Supp. iii
A. T. Gittins and Son, Ltd. ..... 274
G. H. Gledhill and Sons, Ltd. ..... 156
Goddard, Davison and Smith, Ltd. .. 277
Goddard and Smith, Ltd. ..... 277
Goodyear Tyre and Rubber Co., Ltd. .. 187
Gower and Lee ..... 281
Goy and Richards, Ltd. ..... 144
Green Ace Motors, Ltd. ..... 282
S. Guiterman and Co., Ltd. ..... 255
Guyson Industrial Equipment, Ltd. .. 150
Hall and Hall, Ltd. ..... Supp. xiv
Hillier, Parker, May and Rowden .... 278
Hills (Patents), Ltd. ..... 144
Homo, Ltd. ..... 148
Humber, Ltd. ..... 177
Thos. F. Hunt, Ltd. ..... 283
Jenks Brothers, Ltd. ..... 239
Joell Safe Co. (London), Ltd. ..... 147
John Bull Rubber Co., Ltd. ..... Cover ii
Johnson, Burton and Theobald, Ltd. .. 152
Edward Joy and Sons, Ltd. ..... 271
Kamel Products ..... 143
Kerry's (Gt. Britain), Ltd. .... Supp. xxxii
Key-Leather Co., Ltd. ..... 161
Kingsbourne Products, Ltd. ..... 146
Wm. Knowles (Bebington), Ltd. ..... 148
Lake and Elliot, Ltd. ..... 265
Laycock Engineering Co., Ltd. .. Supp. xx
Lionweld, Ltd. ..... 146
The Lithanode Co., Ltd. ..... 162
London Office Machines, Ltd. ..... 269
Joseph Lucas, Ltd. ..... Supp. xxxv
A. P. Maglen and Co., Ltd. ..... 281
Manifoldia, Ltd. ..... 153
Measham Motor Sales Organisation .. 152
Thomas Meldrum, Ltd. ..... 157
Morris Motors, Ltd. ..... 183
Motor Union Insurance Co., Ltd. Cover i
R. C. Mundy, Shepherd and Co. ..... 277
National Association of Crankshaft and Cylinder Grinders ..... 163
National Benzole Co., Ltd. ..... 235
James Neill and Co. (Sheffield), Ltd. .. 279
Charles J. Neuman, Ltd. ..... Supp. xxi
Newnhams, Ltd. ..... 219
The North British Rubber Co., Ltd. .. 241
Ondura, Ltd. ..... 163
Oyler and Co., Ltd. ..... 144
Park Brothers, Ltd. ..... 144
The Parr Equipment Co., Ltd. ..... 152
Partridge Wilson and Co., Ltd. ..... 146
"Peters" Automobile Services ..... 274
Phoenix Motor Co. (Surrey), Ltd. .... 283
Pneumatic Components, Ltd. ..... 153
Premier Motor Policies, Ltd. ..... 160
Price's Lubricants, Ltd. ..... Supp. xxxi
Qualters and Smith Brothers, Ltd. .... 275
Rad-Reps, Ltd. ..... 282
Regent Oil Co., Ltd. ..... 191
Remax, Ltd. ..... Supp. xxviii
Revolvo, Ltd. ..... 253
G. T. Riches and Co., Ltd. .... Supp. xii
Ripaults, Ltd. ..... Supp. i, 272
Romac, Ltd. ..... 150
Runbaken Electrical Products ..... 284
Claude Rye, Ltd. ..... 281
St. Luke's Garage ..... 263
Servais Silencers, Ltd. ..... 148
Shell-Mex and B.P., Ltd. ..... 203
W. Shelton (Oil Contractor) ..... 284
Siemens Electric Lamps and Supplies, Ltd. ..... 267
Smiths Motor Accessories, Ltd. (Bluecol) Supp. iv
Standard and Triumph Sales, Ltd. .. 152
Stemco, Ltd. ..... Supp. xxxvi
Stenor, Ltd. ..... 223
Stevco, Ltd. ..... 141
H. Sutcliffe and Co. ..... 284
Synthite, Ltd. ..... 154
Taylor and Jones, Ltd. ..... 154
F. Taylor and Son (Manchester), Ltd. 158
Temple Fortune Garage ..... 279
Tewel Industries, Ltd. ..... 155
Timson Brothers (England), Ltd. .... 143
Triangle Products, Ltd. ..... 151
Trico-Folberth, Ltd. ..... Supp. xi
Triumph Spares, Ltd. ..... 284
Tudor Accessories, Ltd. ..... 166
Tyresoles, Ltd. ..... Supp. viii
U.M.E. Distributors, Ltd. ..... 283
Uni-Gun Lubricating Equipment, Ltd. 181
United Dominions Trust, Ltd. ..... 167
United Lubricants, Ltd. ..... 245
Universal Dampers, Ltd. .... 159, Supp. x
Vandervell Products, Ltd. ..... 179
James Wainwright (Wolverhampton), Ltd. ..... 146
C. C. Wakefield and Co., Ltd. ..... 185
Walker, Walton and Hanson ..... 277
Wayte, Smith ..... 144
Wayne Tank and Pump Co., Ltd. Supp. xv
Weaver Manufacturing and Engineering Co., Ltd. ..... Supp. xviii, xix
Westinghouse Brake and Signal Co., Ltd. ..... 164
S. S. White, Ltd. (Wm. Clark) .. Supp. vi
Wood Auto Accessories, Ltd. ..... 156
Chas. Wright, Ltd. ..... 142
Wrigley Motors, Ltd. ..... 280

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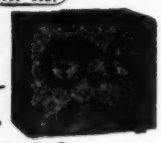

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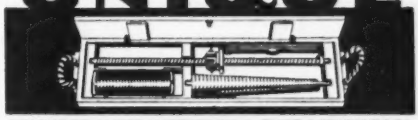

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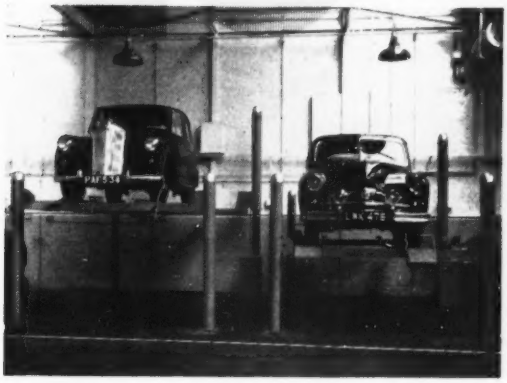

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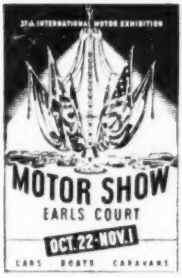


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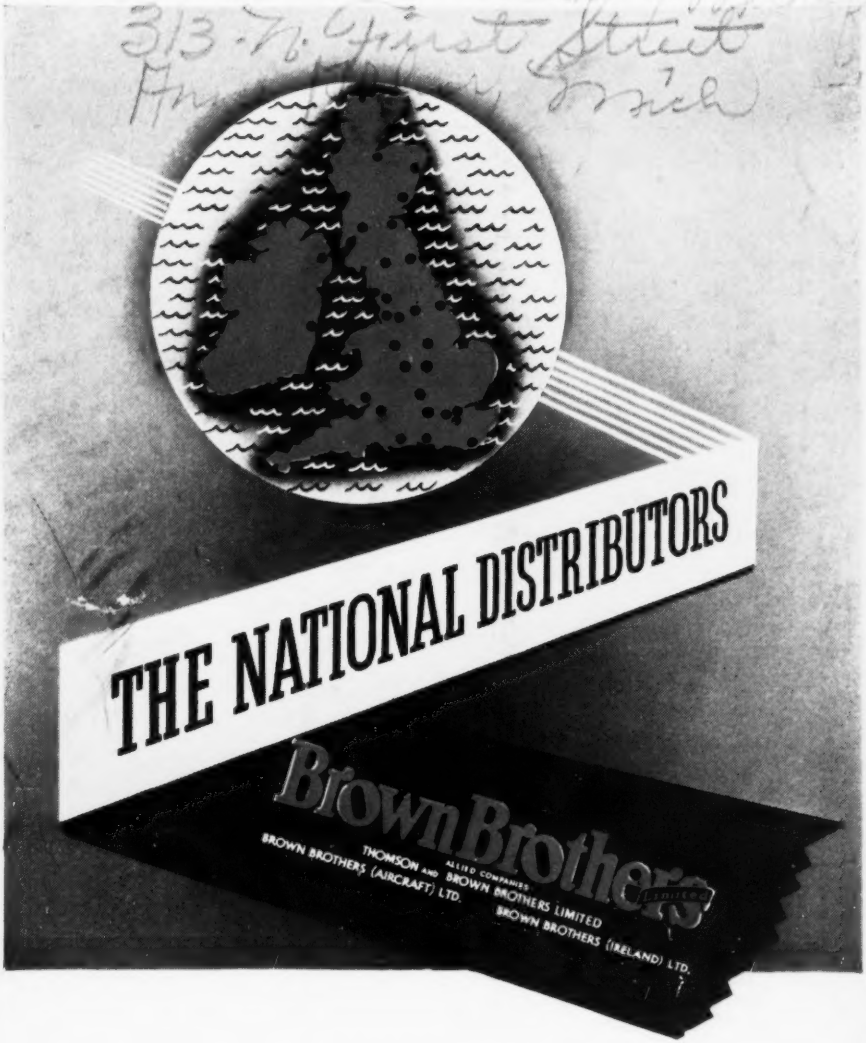


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